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ROAD TRANSPORT
HISTORY
MAGAZINE

» Mines
Rescue

» United Molasses
Scammells

» Snow
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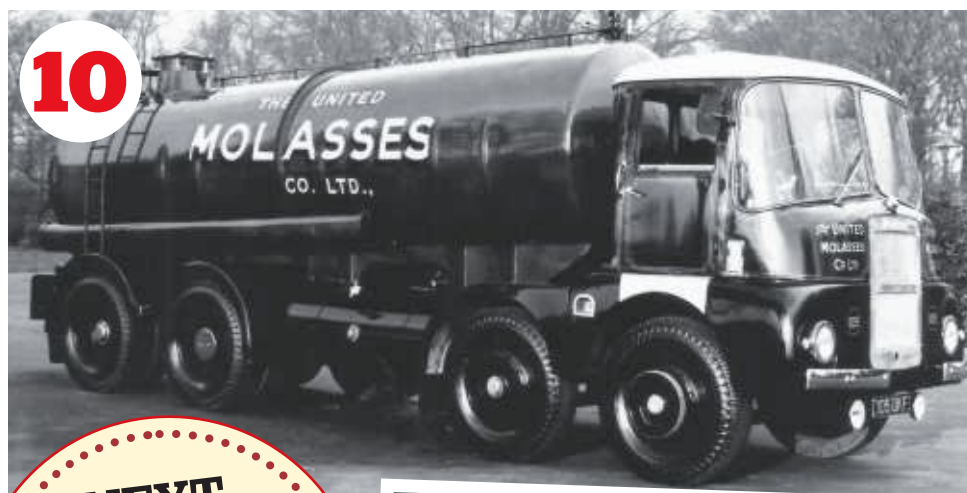
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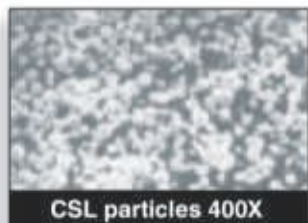
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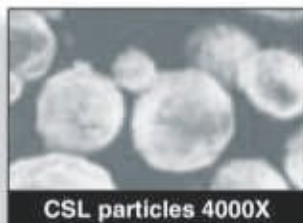
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Welcome to the August issue of Vintage Roadscene. We're more than halfway through the year already – and the 'rally season' as well, for that matter. "Doesn't time fly when you're having fun?" is the obvious response. Then again, from both a personal and general point of view, this year seems to have had more than its fair share of bad news with the loss of loved ones. Maybe it's just my age.

We have the usual feast of great pictures from both the past and present in this issue. I know I speak for a number of readers when I say that, while we enjoy the nostalgia of seeing all these period black and white pictures, we are missing out on those wonderful old liveries – as mentioned by our Malcolm in the Gaydon report. (Funnily enough, I overheard a lady saying that 'red and green shouldn't be seen together, but I think that refers to frocks and not lorries, as this was always a really classic transport colour scheme).

Anyway, we have our rally pictures to give us some colour, even if the liveries are not always the original 'clothes' worn by the vehicles restored. We have an interesting letter from Richard Payne about the livery in which his Leyland Octopus is being maintained. His figure of £10,000 to return it to its original Co-op colours sounds a bit steep, although I'm no expert on such matters, but it puts into perspective the usual comment that 'It's only a coat of paint'.

Barry Fenn has sent us pictures of Jack Mulley's Star Flyer (last month's Tailscene) in his colours and the livery in which it is now finished – and it still looks great – as well as the Bedford KM tipper he told us about, which is now a skip-loader. This has been converted to more closely represent the owner's original vehicle. In a similar way, there are owners and operators like Tony Knowles, who has created what you might call his 'fantasy fleet' of preserved vehicles which either represent those his company once ran in service, or those which he would like to have run.

These beautifully restored and presented lorries make a great display, which jogs our memories of all sorts of other vehicles from our own past as well. The number of lorries which have been re-finished in the liveries of their new owners' in recent years underlines the point that they have been saved for both their owners and the rest of us to enjoy. We might prefer to see them in their original colours but, of course, he who pays the piper...

Perhaps it's only a rumour, for which I apologise, but I heard recently that Suttons of St Helens will not allow anybody to paint



Bournemouth Weymann-bodied Sunbeam MF2B trolleybus No 301, the last such vehicle to enter service in the UK, is seen at Cemetery Junction, Bournemouth. It will soon be possible to see a scene something like this at Sandtoft.

their lorries in the company's livery which, if it's true, is a sad loss to everybody, in particular Suttons, in my opinion, but who am I to say?

We often hear that the situation is different with buses. I recently read about a Leyland Titan PD2 double-decker, which has been painted in the admittedly most attractive and sorely missed colours of Scout Motor Services, otherwise not represented among the ranks of preserved vehicles, rather than its 'proper' Rawtenstall Corporation livery. I have no doubt that bus enthusiasts from that town are hopping mad, but if it spends some time in Scout colours, then returns to original, I think everyone is getting the best of both worlds.

We don't have news pages in Vintage Roadscene – if you'd like to see some, then send me your news – but we were recently told that two of Bournemouth's iconic Weymann-bodied Sunbeam MF2B trolleybuses have a secure future at the Trolleybus Museum at Sandtoft.

Both vehicles were part of the last batch of new trolleybuses built for service in the UK. Bournemouth No 297 is already part of the operational fleet at Sandtoft and has now been purchased from Bournemouth Passenger Transport Association Limited for a nominal sum by the Sandtoft museum.

No 301, which, in 1962, was the very last

new trolleybus to enter service in the UK, has been bought from Bournemouth Passenger Transport Association Limited by the British Trolleybus Society. Currently displayed at the West of England Transport Collection at Winkleigh, Devon, it will eventually join the rest of the Society's fleet at Sandtoft. It's great to see these societies working together to look after vehicles like these.

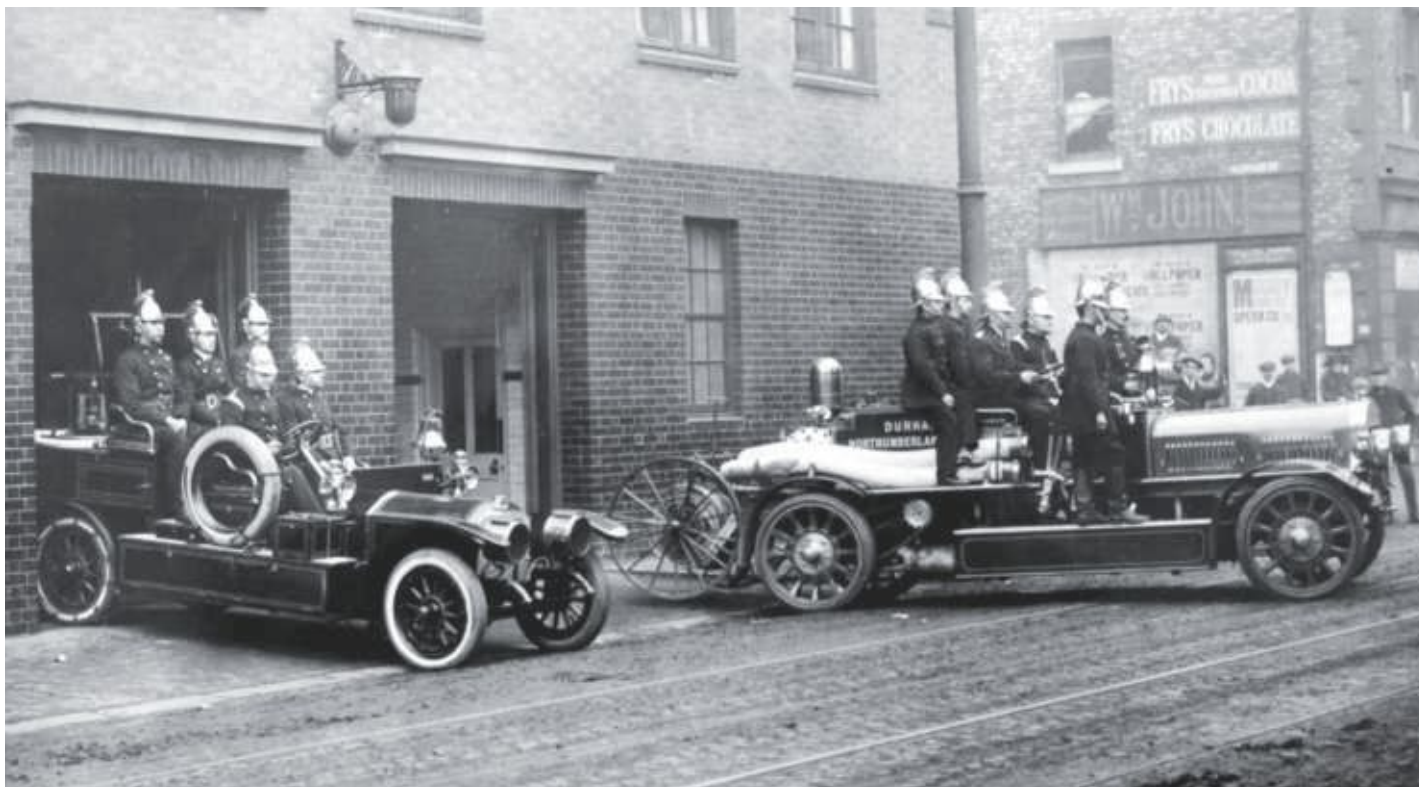
ON THE COVER...



Our Scenes Past feature this month shows a number of new tippers on display at commercial vehicle shows and, as here, on test by Commercial Motor magazine. They certainly put this one through its paces. The Dodge 300 Series 7 ton tipper, 88 HPD (Surrey, 1958 – Dodges were built in the Kew factory in those days), with its wooden dropside body emblazoned with 'Dodge Bros (Britain) Ltd, was really put to the test on a winter's day, seen here having taken on a considerable load on the M1 motorway site where contractor George Sheppard was working in Bedfordshire. (CHC aax417)

MINES RESCUE BRIGADES

Ron Henderson tells us about an emergency service set up to cover the risks involved in the coal industry.



Above: The first Durham and Northumberland Collieries Mines Rescue station at Newcastle, showing the Merryweather Hatfield motor pump and Armstrong Whitworth rescue car. Essential equipment on the rescue car included oxygen breathing apparatus and four small cages, each containing a pretty efficient gas detector – a canary.

During the last 20 years, all of Britain's fire brigades have adopted the word 'Rescue' in their titles, to reflect their increasing role in attending special service calls – non fire-related incidents. However, this is nothing innovative. As early as 1910, northern colliery owners subscribed to a new organisation, the Durham and Northumberland Collieries Fire and Rescue Brigade. Along with other fledgling mines rescue organisations, this resulted from the implementation in 1911 of the Coal Mines Act, which made it the duty of all coal owners, to whom the regulations applied, to make adequate provision for the establishment of rescue work in mines, and for the maintenance of rescue apparatus.

The Act specified that sufficient rescue stations had to be provided, so that all mines were within a radius of 10 miles of a rescue station, later increased to 15 miles, unless they employed less than 100 men or were specially exempted from the provisions of the regulations. Prior to this Act, in 1886, a Royal Commission had recommended the establishment of rescue stations, but the 1911 Act made their provision compulsory, although



Above: The original North East collieries' Merryweather motor pumps were replaced in the 1930s by four new six-wheeled Leyland Terrier limousine motor pumps, supplemented in 1939 by four Bedford tenders with Jensen coachwork. The livery was cream with red mudguards.

by this time there were some rescue brigades already functioning.

There had been some tremendous losses of life in coal mines, notably the Senghenydd colliery disaster in 1913, in which 439 miners lost their lives. Previously, in 1877, 209 were lost at Scotland's biggest mine disaster

following an explosion at Blantyre Mine, Lanarkshire, while in 1894, 361 men were killed at Oaks Pit, Barnsley.

The first purpose-built rescue station was commissioned at Tankersley, Yorkshire, in 1902. The first central rescue station to serve a large area was opened at Howe Bridge in 1908,



Above: There were three principal mines rescue stations and several sub-stations in Scotland. This pre-war Albion was assigned to the Fife & Clackmannan Coal Owners Association station at Cowdenbeath. (N Tarling)

under the management of the Lancashire and Cheshire Coal Owners Association, while a large modern station was opened at Wath in South Yorkshire to serve a number of local collieries. In 1909, rescue stations were opened at Aberamen and Crumlin in South Wales; Mansfield in Nottinghamshire; Altofts in Yorkshire; Elswick in Newcastle, and Cowdenbeath in Fife. By 1918, additional rescue stations were opened, until there was a total of 46 stations, of which ten featured fully-manned brigades.

In Newcastle-upon-Tyne, the Elswick Rescue Station, at Scotswood Road, financed by the Durham and Northumberland Coal Owners Association, was notable as the first station to have a team of permanent brigadesmen on the premises. It was thought that fire, both on the surface and underground, was a greater risk than colliery explosions, so it was decided to have men trained in the art of fire-fighting, as well as in the use of breathing apparatus. A Merryweather Hatfield motor pump and a locally-built Armstrong Whitworth rescue car were provided, together with a very comprehensive selection of equipment for fire fighting and mines rescue. The brigade also provided fire protection for the sprawling Vickers Armstrongs works on the opposite side of the road, from which the works firemen also manned the colliery appliances.

Further stations were established at Ashington, Northumberland, and in County Durham, at Crook and Houghton le Spring, all equipped with a similar line-up of appliances

as the Elswick station. The establishment of this new professional organisation was not overlooked by some local authorities, which had yet to establish a fire brigade, and several councils contracted the Mines Rescue brigade to provide fire cover for their own residents and industries.

In January 1947, the coal industry was nationalised, resulting in the formation of the National Coal Board, which continued to maintain the rescue stations. From 1948, the counties of both Durham and Northumberland formed arrangements with the Coal Board, to

provide fire protection for certain parts of their areas, at a much cheaper rate than would be provided by the establishment of a council-run fire station. In these particular regions, when a troubled citizen called for the fire brigade, they were attended to by the Coal Board, whose engines were fully integrated into the counties' fire brigades, which were also called to major fires when required. These arrangements continued until 1957.

The equipment used by the various colliery districts was diverse and, in the early years, included various motor fire engines and large



Above: This Morris-Commercial Merryweather Greenwich Salamander, with a 50 ft wheeled escape ladder, was supplied in 1939 to the Leicestershire and South Derbyshire Collieries Rescue and Fire Brigade, but was later sold to the City of Leicester Corporation for further service as a town fire engine. This vehicle still survives.



Above: This Austin Loadstar was used by the National Coal Board's South Eastern Division, covering the collieries at Betteshanger, Chislet, Snowdown and Tilmanstone. An identical vehicle was stationed at the Doncaster & District Rescue Station. (J C Thompson)

and small rescue vans, all constructed to local requirements. Following the nationalisation of the coal industry, there was some degree of uniformity, with vehicles based on Leyland Comet, Austin Lodestar and Bedford TK chassis being particularly evident.

As the collieries diminished so did the

Right: After the North-east Coal Board's fire and rescue brigadesmen ceased to provide fire protection for the local authority, the pumping appliances were replaced by dedicated rescue cars, based on Leyland Comet chassis with coachwork by Wilson & Stockall of Bury. Painted cream with red mudguards, two of these are still in existence in England, with another in Malta.



Above: Camichael and Sons of Worcester supplied several of these Bedford rescue tenders to various Coal Board regions. This one was at Houghton-le-Spring, Tyne & Wear, and was the last big unit used by the North-east Mines Rescue Service. Despite advances in technology, canaries were still part of the inventory, when this photo was taken in 1980.

number of rescue stations, with the big appliances being replaced by small rescue vans based on Ford Transit and Bedford CF vans. At certain collieries, a mobile emergency winch unit was maintained, mounted on an articulated trailer, and towed in some cases by a Latil, Foden or Atkinson tractor.

From the 1950s onwards, Britain's nationalised coal industry was progressively run down. In 1994, the industry was privatised and mines rescue became the responsibility of the mine owners. A private company, Mines Rescue Services Ltd, approved by the Government for the provision of an escape and rescue service from underground coal mines, was formed from the remnants of the illustrious mines rescue service, with one station in Scotland, one in Wales and four in England. The last deep mine, at Kellingley in Yorkshire, closed in 2015 and, while there are still some deep underground mines working other minerals, such as potash, the call for specialised teams of mines rescue personnel is limited, and the function of the remaining stations mainly concentrates on training and the maintenance of equipment.



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United Molasses

Mike Forbes has selected these pictures of vehicles in the United Molasses fleet of sugar tankers in the archive of Bernard Coomber, alongside those seen in our Road Haulage Archive title on Tate & Lyle vehicles.

In the last couple of issues, we looked at vehicles in the fleet of Manbré & Garton Ltd. Here we look at some of the vehicles of another company which was part of the Tate & Lyle empire at one time. In addition, United Molasses was another fleet which favoured Scammell lorries.

Currently, the UM Group Ltd is the parent company of a group of businesses focused on the global trading and marketing of Molasses and related products and the storage of Bulk Liquids. The company was founded in 1911 and first registered in 1926 as United Molasses, growing in various different business sectors, with partners both locally and worldwide.

The company's founder, Michael Kroyer-Keilberg, joined cattle feed importers, Marquis Clayton of Liverpool, in 1907. This company entered the bulk liquid business in 1910, with the first bulk molasses tank constructed at Victoria Dock, Hull, with a capacity of 3,000 tons, the following year. In 1915, the British Molasses Company (BMC) was incorporated, soon owned outright by Keilberg, along with J R Scott's Molasses



Above: After the Rigid 8s, the Scammell Routeman eight-wheeler gained favour with UM. This is a later example of the Mk I, before the Michelotti 'cheese-grater' ribbed style of cab took over, 1128 KD (Liverpool, 1962), fleet no 128, with a 'squared-off' large section tank on a short wheelbase and a Gardner 150 badge.

Merchants Company. Pure Cane Molasses (PCM) was formed to handle all molasses trading in 1921, with United Molasses becoming the holding company for PCM and BMC in 1926.

The company continued successfully, until 1964, when profits were at a 15 year low and UM became a takeover target with Tate & Lyle acquiring the company for £30m, running it separately. Again, this situation

Left: Over the years, United Molasses used a number of tankers based on the Scammell 'Rigid 8' chassis. This is a later example, UKD 396 (Liverpool, 1956), fleet no 96. The Rigid 8's close-coupled front axles and single balloon tyres on the rear bogie are noteworthy.

Right: A much earlier Scammell 'Rigid 6', DKC 708 (Liverpool, 1937). This has balloon tyres as well, with the registered office address, Bush House, London WC2 on the cab doors, behind that imposing bonnet.

Below: Showing that the company was forward-thinking, fleet no 18 seen here was a Scammell articulated tanker, UV 7615 (London, early 1930s), again sporting balloon tyres.



continued until 2010, when Tate & Lyle sold its molasses and liquid storage operations to W & R Barnett and the UM Group as it is today was incorporated.

Molasses is widely used in animal feed, fermentation and industrial processes. Sugar Cane Molasses is used as an ingredient in the manufacture of compound feeds, pellets, meal and chaff, and mineral blocks, for its excellent binding qualities, palatability and high energy value. It has widespread use on farms as a complementary feed, being tasty and nutritious, to boost milk and meat production.

Left: Going back just a few more years, YX 5470 (London, late 1920), fleet no 17, was another Scammell artic tanker, but fitted with solid tyres. This carries The Pure Cane Molasses Co Ltd signwriting.

Right: This six-wheeled rigid tanker from the early 1930s, KC 7175, fleet no 15, was a Halley. In United Molasses livery, it must have been one of the last vehicles produced by that manufacturer.

Molasses is used as an energy source in many fermentation processes, growing yeasts, moulds and bacteria, which transform sugar into alcohol, yeast, citric acid and food additives. Molasses can also be used in different industrial applications, for its binding and biological properties, ranging from carbon black to anaerobic digestion.

These pictures from Bernard Coomber's files show the company mainly relied on Scammell for its vehicle fleet, with bulk liquid tankers to the fore, delivering from United Molasses' plants in Liverpool and London, to animal feed suppliers and other industries around the country.



Above: Fleet no 21 was another early 1930s London-registered Scammell artic, GK 6415, but this time seen with a single-axle platform trailer.

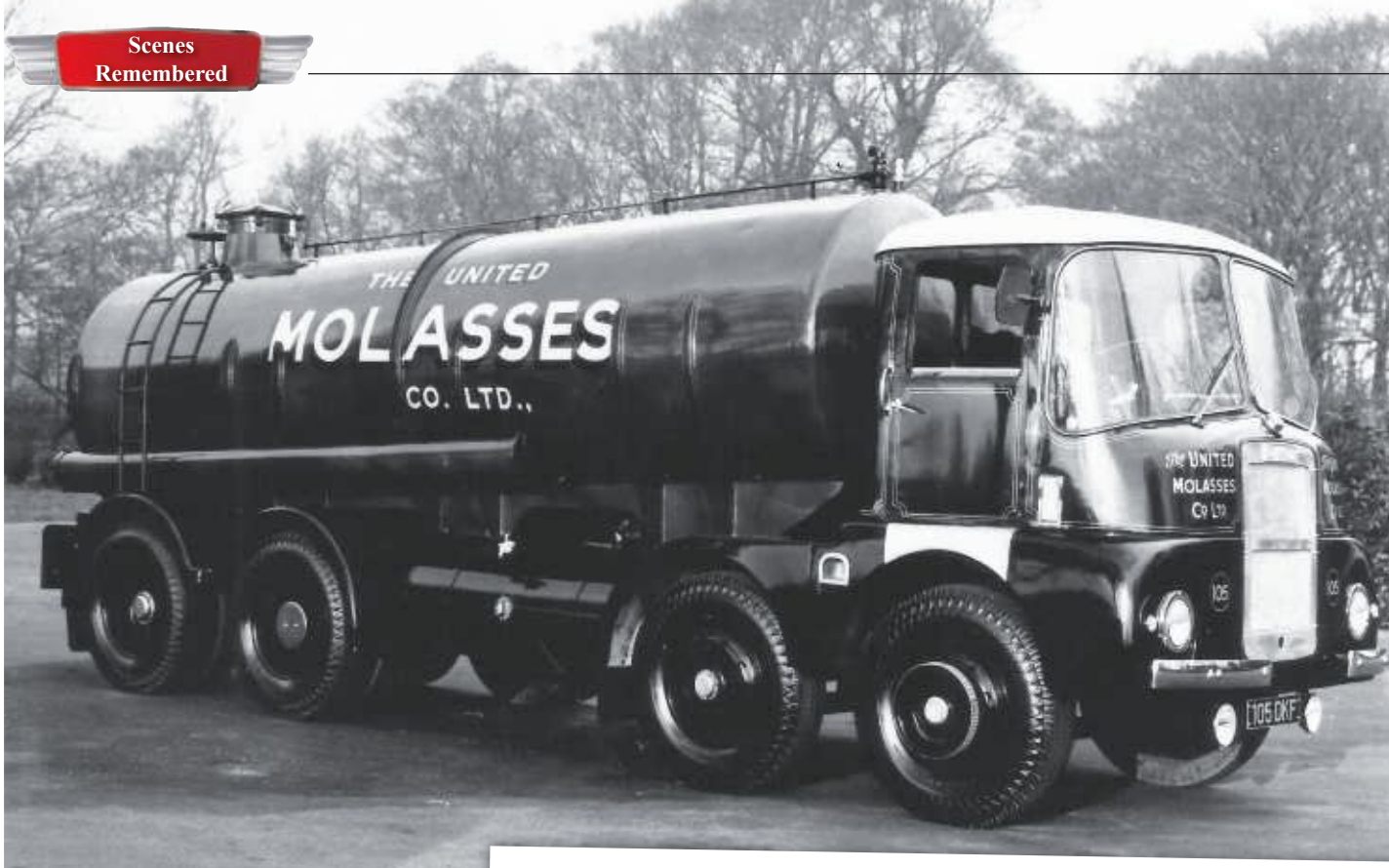
Left: Seen loading, probably at the docks, are fleet no 31, which looks like a Scammell 17MU artic, but its Liverpool registration dates from 1935, BKA 128, so it had probably been up-dated and re-cabbed, next to a 1940 Scammell Mechanical Horse, GKB 755, fleet no 55. Both look as if they had been worked hard, before the picture was taken in the early post-war years.



1: Another later Scammell 'Rigid 8', fleet no 100, WKF 100 (Liverpool, 1957), is seen parked on a cobble street.

2: As a comparison, here is another Scammell 'Rigid 8', but this time an early example, EKC 998 (Liverpool, early 1939), fleet no 43. It looks as if it was photographed when new, by the allotments near Scammell's Watford factory. Overall, the other Rigid 8s from nearly 20 years later look remarkably similar to this one.

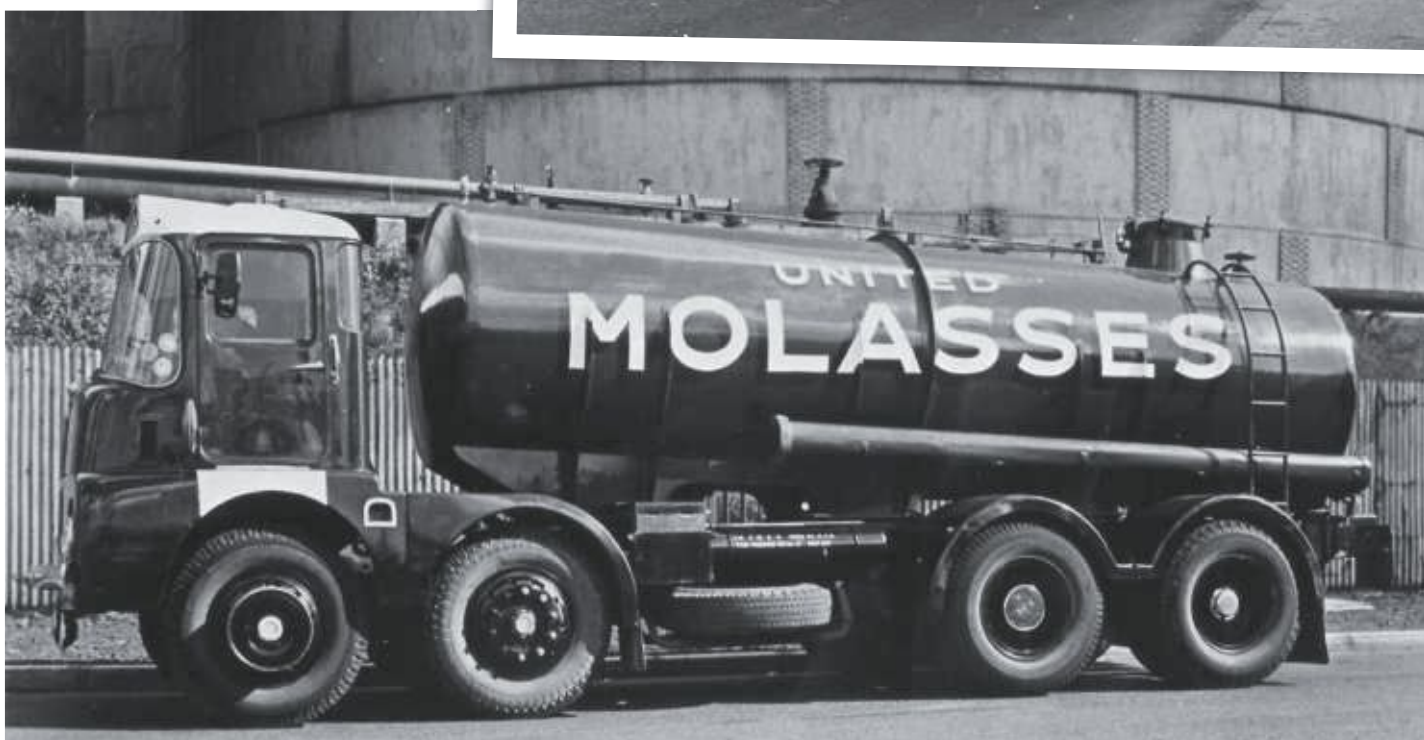
3: Let's split the difference in terms of time, with Scammell Rigid 8, fleet no 72, LKC 172 (Liverpool, 1950), seen loading from overhead storage tanks. It appears that it is sitting on a weighbridge as well – most convenient in determining the payload taken on.



Above: Fast forward again to 1959, with Scammell Routeman Mk I, fleet no 105, registered 105 DKF (notice how the company managed to align its fleet and registration numbers most of the time), again seen when new. Its round tank looks as if it might have been taken from an earlier chassis.

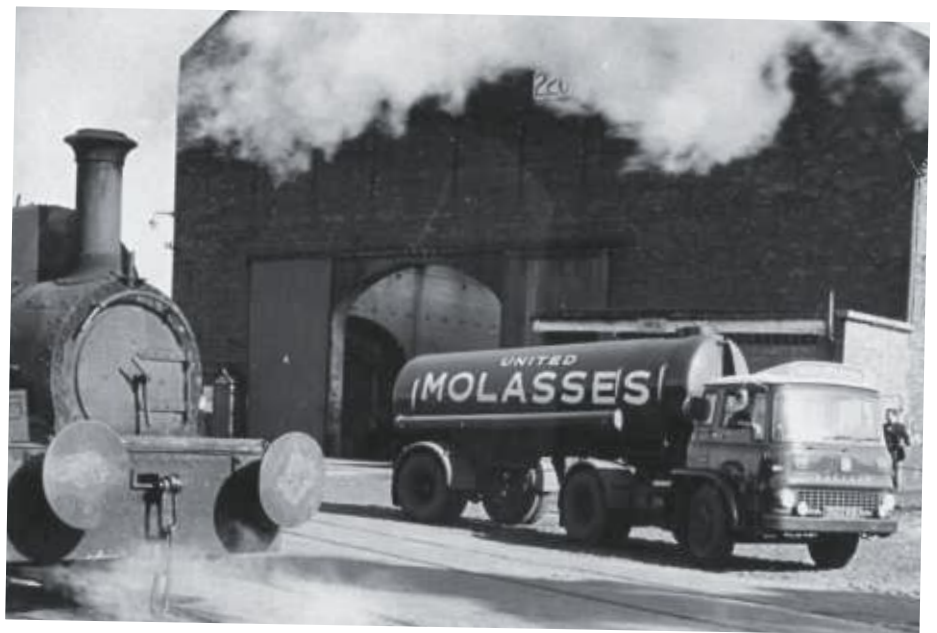
Right: Another late Routeman Mk I tanker, 9125 KD (Liverpool, 1962-3), probably fleet no 125, seen out on the road. The moorland setting suggests a trans-Pennine route.

Below: A nearside view, most likely of the Routeman Mk I at the top of the page. The unladen weight has gone down by three-quarters of a ton from the earlier Rigid 8, while the maximum speed has been raised from 20 to 30 mph, according to the lettering on the chassis.



Right: Not all the United Molasses fleet was on Scammell chassis, although this Bedford TK artic, 9122 KB (Liverpool, 1961-2), fleet no 122, is fitted with the Scammell automatic trailer coupling for its single axle tank trailer. Those were the days when a steam saddle-tank locomotive would be seen on the dockside railways.

Below: Three slightly earlier lightweight artic tankers, fleet nos 91-3, SKF 91-3 (Liverpool, 1955), lined-up outside the company's premises. The tractor units are Seddon MK8s, with the stylish glass-fibre cab with wrap-around screens.



Above: Just to round-off this look at mainly Scammell sugar tankers, here is a 20MU, from around the time the 'Highwayman' name was being introduced, in a Scammell Lorries official picture – remember the company would have built the trailer as well as the tractor unit – in the livery of Dutton & Knight Ltd, of Bristol & London, which would have used the vehicle to deliver bulk loads of liquid sugar to breweries, a new departure in the late-1950s, when this vehicle was new.



Starting with perhaps the ultimate, one of the heaviest loads carried on British roads by then – and probably since – is seen here in October 1960, and its nothing to do with The United Co-operative Dairies in the background. We have nearly-new Pickfords' Scammell Super Constructor, fleet no M2211, WYH 901 (London, 1960), with two more Constructors bringing up the rear, behind the company's Crane 200 ton girder trailer, its swan-necks on two 12-wheeled bogies.

The 180 ton casting, the first of two mill housings for the hot rolling mill of James Aluminium Ltd of Birmingham, was taken from English Steel Castings Corporation foundry in Sheffield, to the English Electric works at Netherton, Liverpool, for machining. The four day road journey ended when the casting was taken across the Mersey on the deck of a 200 ton floating crane, as there were no bridges able to take the weight. It – and presumably the second mill housing – would have then been moved on to Birmingham.

A Bit on the HEAVY SIDE

To mark the publication of our Road Haulage Archive issue on heavy haulage, **Mike Forbes** has selected some pictures and offers a few thoughts here...

Hheavy haulage is a subject which seems to attract all transport enthusiasts, whatever their own particular interest. This is hardly surprising, as even today, a specialist vehicle – or vehicles – with lots of axles, perhaps with an escort because it is over-width, slow-moving or whatever, makes a stirring sight. The feats that have been achieved by the 'heavy boys' in the past were little less than heroic in some cases, inspiring people with only a passing interest in the passing traffic.

I am using the term 'heavy haulage', both here and in the latest Road Haulage Archive issue, to include all sorts of 'abnormal' or 'indivisible' loads, which might not necessarily be heavier than the allowable maximum gross vehicle or train weight under the regulations in force at the time. I suppose the current 'Special Types' regulations, with different categories takes in the different types of bulky and therefore awkward loads, which need special loading



Above: Going one better, Wynns' girder trailer no 666 was fitted with 16-wheeled bogies. It is seen here between the company's Pacific 'Conqueror', fleet no 193, HDW 122 (Newport, 1951) and two Diamond Ts from the total of 30 once owned by Wynns, with a huge English Electric transformer, one of many moved to various UK power stations during the 20 years or so after World War II.

Right: One of the rear end shots mentioned in the text, originally taken for Davy-United, a name seen in a number of pictures in this collection, which still has an engineering works in Sheffield. It shows a large and complicated casting, destined to be part of a mill, which is sitting on two of Wynns' Scheuerle four-axle multi-wheeled bogies, behind one of the company's Diamond Ts, HDW 107 (Newport, 1951). You can see a draw-bar attached to another tractor at the rear. In spite of being outside Construction & Use regulations, by virtue of its weight and width with the load, the trailer is still correctly carrying the number plate corresponding to the tractor pulling it. The manufacturer's and haulier's staff and the local police, with their Vauxhall Velox escort car, discuss the move before setting off.



As well as using the well-known heavy haulage companies, Davy-United also had Crane-Fruehauf supply its own 16-wheel bogies and girder frame, along with a special Atkinson six-wheeled ballast tractor.



Above: This is an interesting picture, taken by a Mr Goodlad, from whose collection many of the heavy haulage pictures in the Stevens-Stratten Vintage Roadscene Picture Library came. Obviously taken through the windscreen of his Austin car, the lack of quality is, in my opinion, more than made up for by the interesting vehicles shown. We have Wynns' Scammell Highwayman, YDW 522 (Newport, 1961), with an articulated low-loader trailer carrying a crated transformer, passing Beck's Foden S18-cabbed six-wheeled tractor with a low-loader (a meeting of the mighty?) and followed by a Thames Trader six-wheeled bulk tipper.

and handling, which certain transport operators always seem to have made their own specialism.

There are well-remembered names, like Pickfords, Wynns, Sunters, Siddle Cook, Becks – the list goes on – and there were many more, which operated low-loaders, both artic and draw-bar trailers, plus independent bogies, with different types of tractor, ballasted or artic, not to mention over-length loads on eight-wheelers and so on.

Certain vehicle manufacturers, such as Scammell, ERF and Foden in particular, made a point of including suitable chassis in their ranges, which could cope with the haulage of abnormal loads. These vehicles had gearing, cooling systems and up-rated frames, to cope with the slow and steady movement of heavy loads and the huge forces involved. These days, most everyday tractor units have more power available than many of these heavy tractors of the past, while vehicles aimed at the heavy haulage sector don't look very different.

And we mustn't forget that many over-sized loads, if not particularly heavy, in

Right: Another Scammell Highwayman, this time in use as a ballasted tractor, Wrekin Roadways' WUJ 450 (Shropshire, 1961), called 'The Conqueror', is seen with a lengthy girder structure, carried between two multi-wheeled platform trailers.

Below: Showing just one of the many different obstacles, with which heavy haulage operators have always had to contend, is this view of Sunter Bros of Northallerton's girder trailer, loaded with a cylindrical vessel from Ashmores, being inched under a motorway bridge, under the watchful eyes of its crew, by the company's Scammell Constructor, just visible on the right. The passing Mini gives an idea of the size of the vehicle and its load.



comparison with a 100 ton transformer, such as boats and empty fabrications, were handled by perfectly normal vehicles, Bedfords, Commers and so on, perhaps with some ballast weights attached.

I toyed with the idea of a section in the 'bookazine' entitled 'Not So Heavy', to show some of this type of outsize loads, but decided to show all the vehicles in an A-Z of operators – although the 'others' section, with one or two pictures of each company's vehicles will be the largest, I'm sure. There will also be a section on vehicles exported



Above: Probably no less unwieldy, although much lighter, was this '20 ton LD Converter Upper Section, 21 ft long, 19 ft 9 ins wide and 10 ft high, being moved from makers Head Wrightson of Thornaby-on-Tees, by Sunter Bros' six-wheeled Guy Invincible tractor unit, YVN 276 (North Riding, 1961), with the company's trademark corrugated rear mudguards, and a tandem-axle straight-frame trailer.

by the major suppliers of equipment to heavy haulage operators, like Scammell and Crane Trailers.

Many of the pictures, which are all taken from the Stevens-Stratten Vintage Roadscene Picture Library, were originally

taken for the manufacturers of the loads, so they tend to show the vehicles from the rear – which makes a bit of a change from the usual 'front three-quarter' view, although there are plenty of these as well – which I think offers an interesting new perspective



Above: Going back further in time, here is a Scammell artic, with chain-drive and balloon tyres, YW 9006 (London, 1929), fleet no 130 of East London-based E W Rudd, with a low-loader trailer, fitted with a substantial winch. This company later became a constituent part of Pickfords on nationalisation in 1948.



Right: On the lighter side, but still firmly in the heavy haulage sector, here we have a Thames Trader artic, with a low-loader trailer, 8151 RE (Staffordshire, 1959), from the fleet of Walsall-based transport contractor, G E Wooldridge & Co (Lye) Ltd. It is parked outside a garage and transport café, with a Wynns Guy Invincible eight-wheeled tanker in the background.

Above: Staying with lighter vehicles, although they cannot have been within the 24 tons gross train weight limit on three axles at the time, nor surely the design weight of the Bedford KGA tractor units, here we have two NCK Rapier tracked excavators or cranes, on low-loaders, fleet nos TM1026 and TM44, behind Pickfords' Bedford TKs, fleet nos M6996, EYH 927J (London, 1970-71), and M5829 of the same age. No doubt the Bedfords coped with their loads.



Above: A Scammell Highwayman ballast tractor, NFB 44 (Bath, 1962), of Plant Transport & Installation (Bath) Ltd, part of the Sparrow Group, with a multi-wheeled trailer, carrying a very wide fabrication from locally-based Stothert & Pitt, engineers, plant and crane makers.

Right: A nice line-up of vehicles at a Pickfords depot, with two artic units, diesel-badged Bedford S Type, fleet no M1040, PXP 138 (London, 1955) and Commer QX, M1600, ULD 657 (London, 1957), plus a Scammell Mountaineer ballast tractor and a Coles mobile crane.

for us all.

I have picked out a selection of the pictures for these pages, which show the range of operations which I am talking about. It's a slight mis-quote, but appropriate for what we do in Vintage Roadscene, that "A picture is worth a thousand words" and I hope everybody enjoys the ones shown here and that they whet your appetite for the forthcoming 'Heavy Haulage' title...



Above: Long load doesn't really cover it. This column seems to have been photographed in South Wales, carried on two multi-wheeled bogies, behind McKelvie's Foden S21-cabbed six-wheeled ballast tractor, PHS 141 (Renfrew, 1959), based in Motherwell, so a long way from home in Wynns country...



Above left: An example of a heavy haulage operator of the past, specialising in machinery removals, is Hamblins, based in Leicester and Rushden, Northants. Here is the company's Scammell 20MU or LA, EX 5330 (Great Yarmouth, 1945), seen with a 'four-in-line' low-loader trailer, looking a little worse for wear later in its life.country... **Above right:** An example of a heavy low-loader in use with an own-account operator is this KV-cabbed ERF 64G artic, 966 EMU (Middlesex, 1955), and low-loader trailer of the 600 Group, delivering a Jones LK44 mobile crane, RGP 908 (London, 1955) – just look at that rear overhang of the boom – carrying a plate 'On Hire to George Cohen', another member of the group.



1: Now here's an unusual heavy haulage outfit. Builders and Civil engineers, John Rainey & Co, based in Northern Ireland, used this Commer Superpoise dropside, KZ 3624 (Co Antrim, around 1950), ballasted with some drums of liquid, with a draw-bar low-loader trailer, to move its Ruston Bucyrus 10RB excavator, which must have been hard work for the little Commer 5-6 tonner... 2: Another 'not so heavy' haulage job, but well over-length at the time, was undertaken by British Road Services' Leyland Comet, XUG 987 (Leeds, 1956-7), fleet no 2D638, with extra-long York platform trailer T2D82, lettered for Goole depot, moving this vessel, fabricated by Clarks of Hull. 3: Photographed in the Birmingham area, this new-looking Scania-Vabis LB76 six-wheeled tractor unit, LKM 104F (Kent, 1967-8) with four-in-line low-loader of Beck & Pollitzer, of Dartford and Waterloo, is loaded with a continental-looking steam locomotive. 4: Coming further up-to-date, we have a V8-powered Scania 141 six-wheeled unit, LTF 89K (Lancashire, 1971-2), with a hefty low-loader trailer, of Pigott Foundations Ltd, piling contractors of Ormskirk, loaded with the company's NCK Rapier crawler crane, which was probably being picked up from the maker's works at Ipswich. 5: With an extending skeletal trailer on four-in-line suspension, this Leyland Beaver, HJU 546D (Leicestershire, 1966), was being used by its operator, Herbert Morris Ltd of Loughborough, to deliver this lengthy overhead crane beam, which the mechanical handling specialists had fabricated for a customer. 6: This 50 ton draw-bar trailer, on four rows of eight wheels, was built in 1951 by Cranes of Dereham, but was similar to tank transporter trailers built by this and other companies during the war, which were used by many heavy haulage operators when the were 'demobbed' after military service. 7: Almost coming full-circle to where we started, this heavy haulage outfit seen on test on an East Anglian airfield, comprising two 237 bhp six wheel drive Scammell Super Constructors and a Crane Fruehauf 200 ton girder trailer on two 20-wheeled bogies, was supplied to the USSR for movement of heavy electrical equipment during the early 1960s.



Nigel Paine, of the Napier Power Heritage Trust tells us the story of the original mechanical horse designed by that company, which was surprisingly sold to Scammell before production commenced.

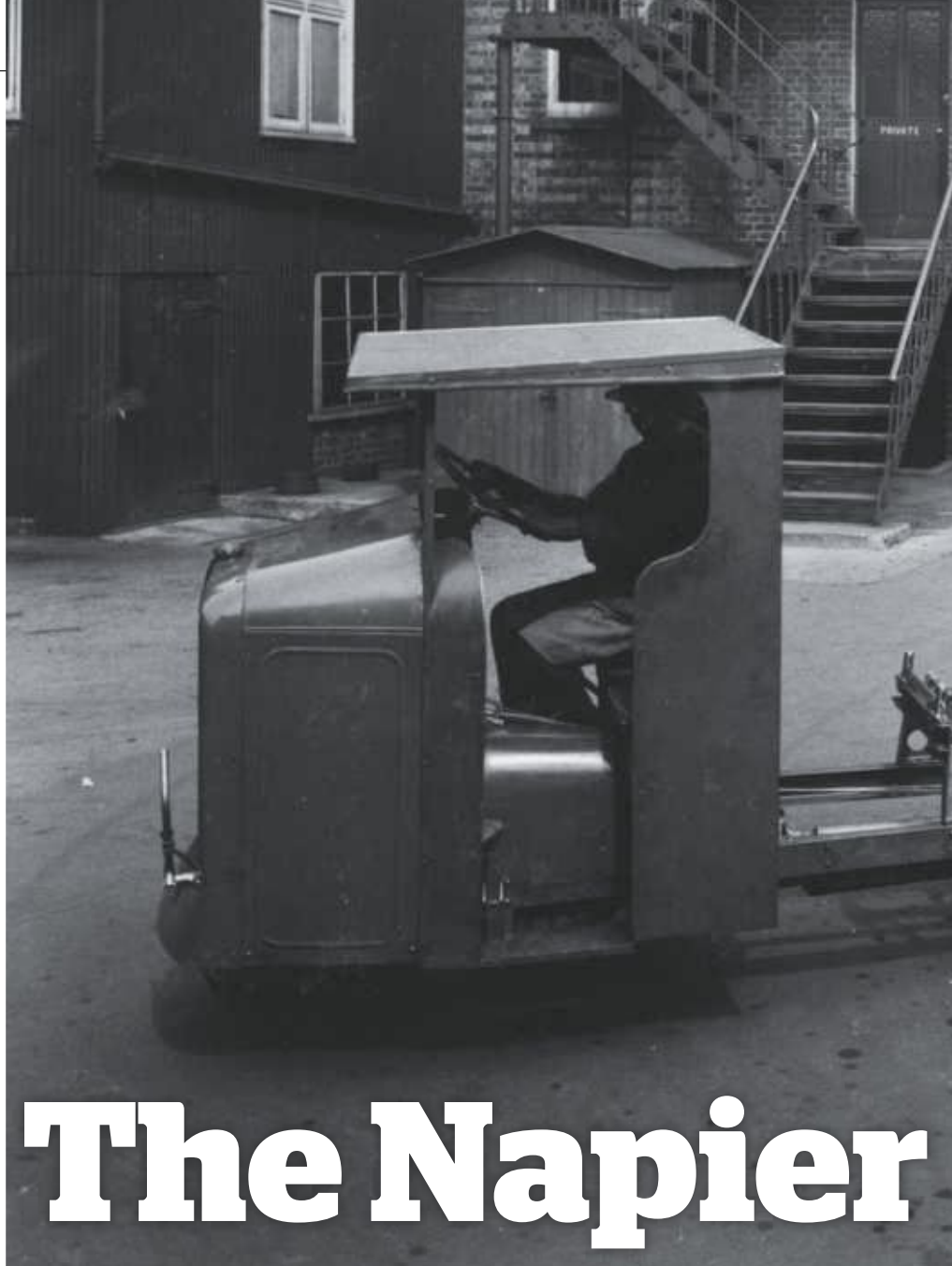
Over a period of eighteen months, between June 1931 and January 1933, D Napier & Son Limited (DNS) adopted, designed and manufactured a vehicle, which was to become a British road transport icon. The following information has been gleaned from the archives of the Napier Power Heritage Trust, including minute books and the recollections of Mr P J Wallis, who spent part of his career as a DNS draughtsman, between 1926 and 1932. During that period, he was involved in creating what some Napier staff referred to, rather disparagingly, as the Mountain Goat.

DNS Chairman Montague Napier's sudden death, on 22nd January 1931, was a watershed moment for the Company. The country was in depression, the Napier Lion engine's supremacy in the aero field was ending, and DNS needed to re-deploy its resources into new and profitable ventures. Major Halford had been engaged as a consultant designer, to create new aero engines but this would take time. The company needed something quicker.

Napier had gained huge experience in the manufacture of automobiles since 1900, predating later entries into this market, such as Rolls-Royce. Indeed, Charles Royce owned and raced a Napier before 1906. Working with Montague Napier's good friend, S F Edge, as the sole Napier automobile sales distributor, DNS had built up a strong and enviable reputation, supplying high quality and reliable luxury vehicles.

After World War I, DNS continued its vehicle production and sales, without S F Edge, but ceased production in 1923, after which DNS concentrated its efforts almost exclusively on aero engine manufacture. However, following Napier's death, the new DNS Chairman, Mr H T Vane, proposed at a meeting in June 1931 that the Company re-enter the vehicle market.

An attempt was made to purchase the assets of W O Bentley, which had entered into voluntary liquidation in July that year. At this time, Bentley himself was working with DNS to produce a 6½ litre Napier-Bentley car. However Rolls-Royce placed a very last-minute and contentious bid of £125,256, against Napier's £104,775 which, as we know,



The Napier

created a fearsome rival in Derby which, in later years, Napier staff would often refer to as "them up the road!"

The Napier Board had also recognised that UK industry required a replacement for the traditional horse and cart, especially when used for railway goods delivery. Lorries were common, but they were expensive and much of their time was spent idle, while being loaded or unloaded at goods depots. A horse, however, could interchange between carts and was cheap to run.

The LMS Railway had worked with Karrier Motors Ltd of Huddersfield and identified that the fundamental features of any suitable vehicle should include a rapid means of uncoupling the tractor unit from the trailer. The tractor unit should be interchangeable and be kept fully employed delivering one trailer load, while others were being prepared. Furthermore, the tractor unit should have three road wheels permitting a very tight turning circle. It was clear that there was a huge market potential for these 'Mechanical

Horses', for railway and other purposes.

The Cartage Manager for the Southern Area of the LNER approached Mr F A Davies, the DNS General Manager, with a report discussing these points. Mr Davies submitted this report to the Napier Board on 30th June 1931, and put forward a proposal that DNS should design and manufacture a Mechanical Horse. Further investigation also identified that, unlike much of the rest of the automotive market, competition for this type of vehicle was minimal. The Napier Board unanimously approved a policy to manufacture and sell these tractors. Expenditure was sanctioned, to the value of £7,000, towards design costs, along with experimental and development work. A further £75,000 was authorised for the purpose of purchasing plant and machinery.

P J Wallace reported that both the design of the Bentley car and the Mechanical Horse were being worked on in relative secrecy by two separate teams, housed in the same office at Napier's Acton Works. It is



One of the three Napier Mechanical Horse prototypes at the Napier Acton works. It is believed that they were originally painted Napier green. Early Napier racing cars were painted green, in recognition of the fact that Ireland was the only country in the UK to permit road racing at that time. For this reason, this colour became what is now known as British Racing Green.

Mountain Goat

of note that, being specialists in aeroplane engines, few of the staff had any current experience in producing commercial vehicles. Nevertheless, DNS had a huge reputation as precision engineers, so the Napier technical staff set to work and designed an ingenious new vehicle. Challenges were set, including keeping weight to a minimum and, in order to help cope with uneven road surfaces often found in railway goods yards, the tractor-trailer suspension had to resemble that of a lorry rather than an un-sprung cart.

The engine design was also a challenge, since it had been many years since Napier had manufactured one so diminutive. Apparently, a Morris Ten car engine was acquired, stripped and inspected to re-learn the necessary 'knowhow'. The result was Napier engine design number E99, a four cylinder 10 hp engine, with a 2½ inch bore and 3½ ins stroke, along with a clutch and gearbox.

Another important feature of the Mechanical Horse was that it would be capable of being automatically coupled or uncoupled. The design team took into account the fact that the tractor unit would have to be capable of coupling to any number of trailers, which might not be perfectly aligned and that the road surface might not be even.

ON 30TH NOVEMBER 1931, THE DNS BOARD AUTHORISED THE MANUFACTURE OF THREE 'MECHANICAL TRACTORS' AND ONE SPARE ENGINE AT A COST LIMITED TO £5,000

On 30th November 1931, the DNS Board authorised the manufacture of three 'Mechanical Tractors' and one spare engine at a cost limited to £5,000. An Ex-Director of the Karrier Company, Mr A H D Moncrieff, was also employed by the company, to sell the Mechanical Horse. In mid-January 1932 Moncrieff suggested that Napier's loan up to 20 tractors to the UK's 'Big Four' railway companies and that any loan vehicle would

form part of their first order should they wish to proceed.

During the Spring of 1932, Napier registered several British Patents, connected with the Mechanical Horse. These included improvements in or relating to couplings, steering gears, axle mountings, clutch controlling gear, and brake gear for motor vehicles.

The Mechanical Horse was not a popular project with the Napier staff employed

on it. They preferred the glamour of working with aero engines. P J Wallace recorded that: "Except for the man designing the engine, few hearts were in the job; as designers of aero engines, we resented the indignity of 'slumming' among lorries. Among ourselves we did not speak of the Mechanical Horse but of the Mountain Goat – such was the measure of our contempt."

This contempt was probably best illustrated

by the fact that the first steering-gear fitted was reversed, as proved during its initial trial at Napier's Acton Works. When the steering wheel was turned to the left, the vehicle went to the right! However, the 'Mountain Goat' project progressed well, the worm thread on the steering gear was corrected and the prototype was successfully demonstrated to the LNER, when it passed inspection with flying colours. The method of coupling and uncoupling the trailer was described as being "unfailingly reliable" and the articulation was nearly as manoeuvrable as a horse and cart, with a turning circle of less than 18 feet. The Mechanical Horse was capable of pulling a six ton load at 30 mph and able to climb any likely gradient.

Over time, and unlike his fellow DNS Board members, Chairman Mr HT Vane had become increasingly against the idea of the company re-entering the motor vehicle business. He preferred to stick with specialising with aero engine production rather than diversify. This resulted in increasingly frequent disputes, which came to a head on 18th February 1932, when Vane tendered his resignation. On 10th May, Sir Harold Snagge, a City banker, was elected as a Director of the Board of DNS, replacing the deceased Montague Napier, and subsequently appointed as Chairman. On 24th June, Drawing Office expenditure on the Mechanical Horse was increased from £4,000 to £6,000. Additionally, the investment authorised for the manufacture of three tractors, one spare engine and a trailer with coupling was increased from £5,000 to £7,000. The proposed price for the Mechanical Horse was set at less than £350 and everything looked good for this venture. However matters were soon to change.

As the second and third prototypes neared completion in June 1932, the new DNS Chairman formed a small committee to investigate the market potential for the tractors. One wonders who they spoke to because, incredibly, they found: "...that the original figures of estimated business were in excess of what could now be reasonably anticipated." As a consequence of these "revelations", this new level of business would have a "detrimental effect on the Company!" Snagge therefore proposed to discontinue the development of the Mechanical Horse and to dispose of the Company's interest on the best possible terms. The new owner would have to be in a position to fulfil the requirements of the railway companies.

Being keen to oblige their new Chairman, and going against their previous stance, the

Board agreed with Snagge and approved the proposals. The railway companies were advised of Napier's decision and, following a meeting with Sir Harold Hartley (Vice President of the LMS Railway), DNS arranged to offer the LMS, LNER and the Southern Railway one tractor and trailer combination each on loan as soon as they were completed. The manufacturing costs had amounted to approximately £12,000 and it was necessary to spend a further £3,000 to complete the production of the three prototypes.

On 21st September 1932, Snagge reported that, subject to a formal agreement, the whole of the company's property and interest in the Mechanical Horse business would be sold to Messrs Scammell Lorries Ltd for the princely sum of £4,000. The agreement was completed

of course, the three-wheeled Scammell Mechanical Horse and later Scarab went on to become a design classic, with Scammell going on to produce around 30,000 mechanical horses of all types.

We will probably never know whether Sir Harold Snagge's "small committee" did an appalling piece of market research, or if he was involved in a strategically political move, to return the company to being a pure aero engine business reliant on government money. Regardless, readers of a certain age, who can remember seeing these little vehicles on our roads, will no doubt be fascinated to know that its humble origins came from D Napier & Son Ltd.

The Napier Power Heritage Trust was formed in 1993, to remember the heritage of D

Napier & Son Ltd, a Company with massive precision engineering experience from coin-weighing machines to automobiles to aero engines, such as the Lion and Sabre as well as the Napier Deltic

diesel, which is still in Navy service today. Trust members have now drawn together a large historical and technical archive, with the majority of the original documents with the I.Mech.E. in Westminster. The Trust has published several books, the latest of which focuses on two centuries of Napier precision and power engineering since 1808. In addition, the Trust is creating an oral archive and has several other ongoing projects, including a quarterly journal. Further details, including Trust membership can be seen on the Trust's website, www.npht.org which illustrates the wide range of products manufactured by D Napier & Son Ltd.

THE MANUFACTURING COSTS HAD AMOUNTED TO APPROXIMATELY £12,000 AND IT WAS NECESSARY TO SPEND A FURTHER £3,000 TO COMPLETE THE PRODUCTION OF THE THREE PROTOTYPES

and approved by the Napier Board on 14th December, and the manufacturing rights, drawings, tools and the three prototypes were transferred to Scammell by 2nd January 1933. And so D Napier & Son Ltd's final venture into the automotive market ended and the company returned to the almost exclusive manufacture of aero engines.

It is somewhat astonishing to think that, after its talented designers, engineers and workers had spent 20 months, and over £15,000 – that's around £1 million in today's money – D Napier & Son sold the entire concern, lock stock and barrel, for a paltry £4,000 (£200,000 today). Consequently,



Above: Close up of the coupling between the Napier Mechanical Horse and trailer. It is interesting to note that the trailer landing wheels are outside the tractor wheels and do not fold up.

Lars Larsson in his day job as Chief Design Engineer at Aktiv & Fischer, previously Westerasmaskiner.



THE FASCINATING HISTORY OF THE SNOW TRAC.

The feature about the Tucker Sno-Cat in the May 2016 issue reminded **Norman Chapman** of the smaller Swedish-built Snow Trac.

There has been a host of go-anywhere vehicles manufactured down the years which are no longer made today. The good ones among them which are still running have achieved cult status. Such a vehicle is the Snow Trac, which began as a private runabout for the designer, however, would later become a commercial success in some utility applications.

The Idea.

It all started in Sweden, around 1954, when Lars (Lasse) Larsson decided to make a tracked recreational vehicle. Its role was purely and simply to take him to his cabin in the remote village of Oviken in the West of Sweden, then onto fishing trips in the snowy wastes during the Swedish winter. Larsson (1908-94) worked as the Chief Design Engineer for the Swedish agricultural equipment manufacturer Westerasmaskiner AB (AB is Swedish for Ltd) of Morgongava.



Above: 'Prototype 'Snow Weasel' with Lars Larsson standing to the left.



| Above: Testing the vehicle in 1956 in the snowy wastes of Sweden. (Lars Larsson, with permission of Lars Annersten) |

Larsson was a talented engineer, who had received a Degree in Engineering at the age of 22. He built his own motorcycle, the LIAP, in 1927. Lars later designed a host of agricultural equipment, such as motor mowers, binders and combine harvesters. He also made his own 3D photo camera which he used to take the three photographs seen here of the prototype 'Snow Weasel'.

After three years of use, development and modification, the prototype vehicle had become quite a bit larger and more involved. At this point, the Westerasmaskiner company saw the Snow Trac's potential, bought the patented rights from Larsson and put the vehicle into production.

In terms of the vehicle's size, Larsson wanted something no bigger than a family car, with the original vehicle measuring around 12 ft long, 6 ft 2 ins wide and 6 ft tall. Power came from an industrial version of the 1600 cc, type 126A Volkswagen Boxer engine. The air-cooled flat-four cylinder, OHV petrol engine was the same as used in the VW Beetle at that time and developed around 53 horsepower.

Why Larsson chose the Boxer engine can only be speculated on. Maybe it was because the unit had been seen by Larsson being used extensively at Swedish Ski Resorts to power all sorts of equipment. The obvious attraction for using this engine to run generators and ski lifts was because it was air cooled. The design,

clearly cut out the risk of freezing associated with engines with water cooling systems.

It wasn't just the engine which had a VW part number on it. The four speed synchromesh gearbox was the same unit as fitted to the popular Transporter van/bus.

The engine and box were fitted into the front of the vehicle and drive to the front drive

sprockets was by chain. Other VW components used in the vehicle included the steering wheel and parts making up the lighting system.

Historically, most tracked vehicles which had gone before were steered by levers. This common- used operation slows the drive to one track as the other continues to turn. Slowing the drive on other tracked vehicles



| Above: Gone Fishin' – Lars driving his dream vehicle. (Lars Larsson with permission of Lars Annersten) |

Right: Drawings submitted for design patent application.

was either by a brake or clutch mechanism. Larsson wanted to drive the Snow Trac just like a car so he introduced the 'Variator' steering system to the vehicle. This unique system had been previously used on combine harvesters produced by Westermaskiner AB.

The steering wheel and steering box was linked to a V belt and pulley arrangement. This mechanism was mounted in parallel with the transmission differential. Whichever way the vehicle was steered, full tractive force was transmitted to both tracks. There was, however, one downside to this method of steering. If the steering wheel was turned too quickly, this action would see the track coming off the drive sprocket, rendering the vehicle immobile. Importantly, training on how to drive the Snow Trac, especially getting used to the steering system, was a very important aspect.

The vehicle had turning 'circle' of 16ft 6 ins and a ground clearance of 1 ft. The tracks were made of rubber, with rayon fibre reinforcing, similar to industrial machinery drive belts, such as those used to run sawmills. They were made up of three separate, continuous bands held together with approximately 75 U-shaped steel cleats, called track grippers. These were riveted widthways onto the outside of the track. The

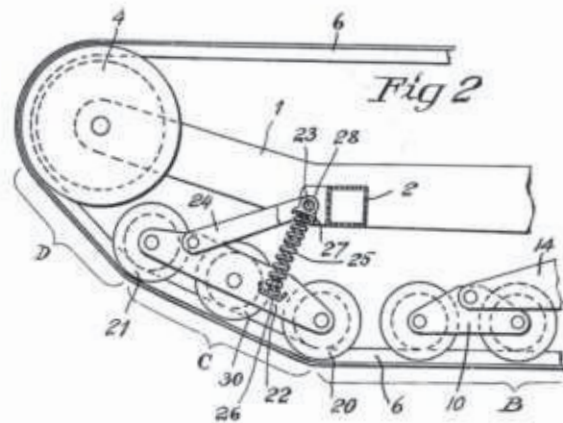
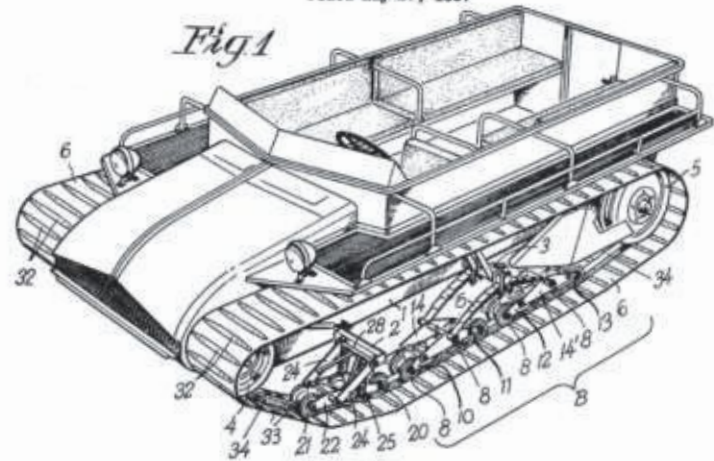
Nov. 4, 1958

L. LARSSON

2,859,068

VEHICLE ENDLESS BELT TENSIONING MEANS

Filed May 27, 1957



INVENTOR
Lars Larsson

Below: Sales brochure for the ST4, showing the different roles the vehicle could be used in.





Left: The first Snow Trac ever purchased by The North Eastern Electricity Board (NEEB) in 1972.

Below: Boxer engine, transmission and variator steering arrangement.

with a steel roof which was fitted with a large ventilation hatch. This would also be used as a means of escape, should the need require it. All of the other panels were made of aluminium.

Entrance and exit was through the single rear door. The driver sat on a single seat, on the left hand side, and there were bench seats mounted long ways to carry up to six passengers. There was a slight downside with the vehicle, concerning the heating system. Anyone who owns the original VW Beetle will know how efficient the heater was in winter. The principle to heat and demist the car was to duct heat from the exhaust manifold. It was no different in the Snow Trac, except there was a larger area to heat.

The first model to go into production was the ST4, and what initially started as idea for a recreational vehicle quickly became a commercial proposition. The vehicle soon had interest from the armed services in most Scandinavian countries, which trailed and tested it at first and then bought the vehicle. Others were sold to organisers of Artic/ Antarctic expeditions and research stations in these regions. It soon became apparent that



this vehicle which had been designed for use on snow could be widely used at Ski Resorts all over the world.

With a number of modifications to the base ST4, enter the Trac Master, the ST4B, nicknamed the 'Weasel'. This vehicle had much wider tracks and came with a hydraulic pump fitted, to operate front and rear-mounted snow-grooming rollers.

In the UK, farmers, mountain rescue organisations, forestry, landowners, electricity boards and the GPO, to name just a few, bought the ST4. NATO forces used the vehicle

Left: This is how Post Office Telephones transported the vehicle to where it was needed, on a trailer towed by a Land Rover. (Bob Freshwater)

Right: The Snow Trac now off the trailer and ready for action. (Bob Freshwater)

extensively during the cold war period with the USSR.

The British Royal Marines and REME had the vehicle modified, so it could be transported quickly, slung underneath helicopters. The vehicle was as much at home running on sand in desert regions, as it was on snow. On the Military variants, there were a number of different body designs. Most had the roof removed and were operated open-topped, with some having guns fitted.

Others were to the same spec, although these had a full canvas roof. Another design, offered for civilian and military use, had a two man cab, which could be fully enclosed or open, with

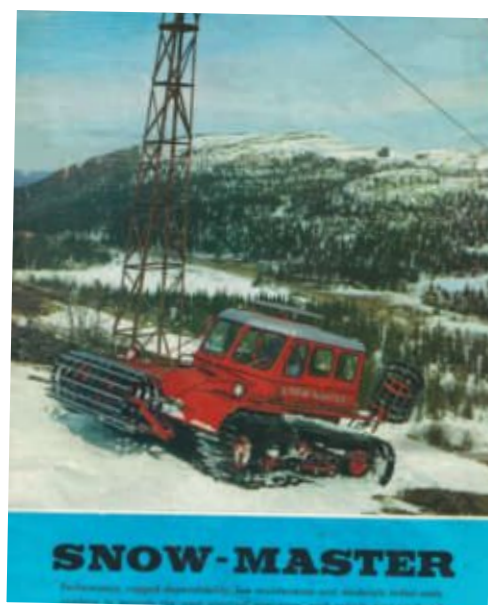


The Royal Marines open-topped variant, armed with a Wombat L16-120mm Anti Tank Gun.

a windscreen section and side panels. Both variants came with a pick-up style body.

This successful vehicle lived long and prospered but, in 1969, a Swedish agricultural equipment manufacturer, called Aktiv & Fischer of Stockholm, acquired the Snow Trac production rights from Westermaskiner. Production of the vehicle continued under the new company and was sold worldwide. However, sadly, manufacture ceased in 1981.

History tells us that the reason for the Snow Trac's demise was because the VW Boxer type engine was no longer manufactured. In its many years of production, around 2,350 vehicles were built.



Above: A wider-tracked Snow Master, equipped for snow grooming,

Left: A Swedish tourism ad from 1964 for Skiing features the Snow Trac.

IT'S RAINING LORRIES!



Above: It's raining lorries! Behind soggy enthusiasts and umbrellas were - count 'em - ten vehicles from the Knowles collection, with Leyland Gas Turbine in foreground.

*True, it was. Or rather it did. But while sadly, for some of the time, it also rained er, rain, as **Malcolm Bates** reports, the weather didn't dampen the enthusiasm of visitors to the recent gathering at the newly-rebranded British Motor Museum. As usual, this CVRTC-supported event was the perfect opportunity to meet fellow enthusiasts and get close-up to some iconic preserved commercial vehicles. Loads of 'em. But... There's always a 'but' with our Malcolm...*

Look, this job isn't easy for me, y'know. While Editor Forbes is snug and dry inside the Museum, I'm out here in the open, sheltering pathetically under a golfing umbrella, trying to stop the drips going down my neck. Or more importantly, over my camera lens. And aside from getting a wave from an early bird driving a Commer 'Maxiload', there's not a lot happening at the moment. I've got time on my hands. So to stop me thinking about how much I'd enjoy a nice cooked breakfast, I was thinking that maybe this would be a good time to jot down all the 'moans' I could work into the first few pages of this 'Gaydon Report'.

Why do I always have something to moan about? Does it to help sell more magazines? Probably not. Here's a memo from Editor Forbes: "Don't be too controversial," he says. "Otherwise reader Frank Smedley (not his real name - it's actually Arthur) from Uttoxeter is threatening to cancel his subscription." I must respect Frank's point of view. Or at least I would do if (a) he was prepared to go on record and



Above: Nice arrival strategy boys! A total of four AECs spread over something like 20 years arrive at Gaydon. 'Jet' tanker is well known and makes a great contrast with following 'tin-front' Shell-BP tanker behind. Note how little AEC cabs changed between the 1930s to the mid-50s!



Above: 'Rat Look' or realistic working motor? Warwickshire-based Bob Carmichael arrives in his er, 'nicely patinated' Volvo F88 timber hauler complete with a proper load of round timber. A week after Gaydon, it was spotted at speed on the M25 south of London!

explain his reasons for thinking everything is wonderful as it is, or (b) failing that, had some alternative suggestions to my "provocative stance." Why bother raising issues that might "be provocative"? It's not because I'm a naturally miserable or provocative sort of cove you understand - honest, I'm not. It's partly my job. But it's also because it's part of the human condition to want things to be better isn't it?

Y'know - like I'm always wishing I could write better. Spelling? Grammer? Don't even go there. So in case I meet an untimely end without fulfilling this mission, I've instructed Editor Forbes to commission this epitaph:- "The trouble with words is, there's so many of 'em - and they're all spelt different - Malcolm Bates," to be carved on my headstone. Not as good as Spike Milligan's "I told you I was ill", granted. But it will do.

NO CONTROVERSY PLEASE,



Above: This fabulous 1940s Fordson is no "rat look" recreation either - aside from wipers and attention to timber body, it's the real deal.



Above: More Please! Restoring a commercial vehicle into the livery of its original owner - or at least a correct period livery - like this Commer tractor unit in Morton's colours, is finally catching on. All this one needs now is a loaded car transporter trailer - or a flat bed complete with new Rootes Group bodyshells being transported to Ryton for completion. Finding one rust-free Rootes bodyshell might be tricky. But four?

WE'RE ENTHUSIASTS

Sorry, I'm getting depressed now. I was worried that the rain would spoil everyone's big day out. But... Thankfully both the wagons and visitors are starting to roll-in now and after all, moaning about the weather cheers us Brits up, doesn't it? It's what marks us out as not being the same as foreigners. And it's the one thing we can all have a view about without being controversial. Or provocative. Without someone of a different viewpoint taking any criticism personally. Rather than the controversial stuff along the lines of if you know the original operator and livery of a preserved commercial, then surely it should be returned to that livery when in preservation - or at least a suitably period one. Rather than finished in some fictitious heritage

Right: For the record, arriving like this isn't 'stacking'. After all, the more preserved commercials we see in public the better. The criticism comes when vehicles are left on transporter loadbeds all weekend, so they can't be photographed. Why do it? Here, the Lloyds of Ludlow AECs arrive in style with a Park Royal-cabbed Mandator tractor unit in 'Ludlow Brewing company' colours on AEC Ergo-cabbed tractor-hauled low bed trailer with another Mandator artic with sheeted 'load' not far behind.

Below: But here is the star turn - three more Lloyds AEC rigids arrive in convoy - just as they may have trudged down the so-called 'trunk roads' like the A5 in pre-motorway days.



fleet livery. Or the view that sparkling 'nut and bolt' restorations - how ever impressive - do not portray preserved commercial vehicles as they would have appeared at the time. Why do some people get so upset about even discussing these issues?

"It's so-and-so's money, so he should be able to spend it how he likes," is the common

response. How does that work then? If anyone criticises the end-result, maybe said owner will be hurt and not restore any more old wagons? Please. Many such restorers are present day hauliers. Trust me - you don't get to be a successful haulier in Britain today by being 'sensitive'. And as for empty varnished load beds - why not finish the whole project off

with a period-look sheeted load, some proper Imperial 40gallon drums, or hessian sacks of full of replica corn? Anything other than nothing.

STRAPPED FOR AN EXPLANATION

There are signs that this 'moan' is being heeded. Aside from Bob Carmichael's impressive load of 'show logs' on his venerable Volvo F88 (Actually, I'm kidding - the logs on his trailer were for real and so were the 'Battle Scars' for this is no 'Rat Look' recreation), there were plenty more roped and sheeted loads on view at Gaydon. After all, when the Railway Preservation Groups fire-up a freshly-restored loco, they tend to hook-up some carriages or, better still, a line of period goods trucks, don't they? They don't just run locos up and down 'solo'.

Talking of 'loads' - we should make it clear that bringing a classic commercial to an event like Gaydon and then leaving another vehicle strapped on the loadbed isn't the same thing as



Above: Different 'strokes' for different folks? Not to be outdone, the Knowles 'Heritage Fleet' also arrived mob-handed this year. Here we see stunning 24ton GTW artic Foden, the unique surviving six-wheel underfloor engined Sentinel and, just entering the site, an LAD-cabbed Kew Dodge artic. After that came an LAD-cabbed Leyland Super Comet with four-in-line semitrailer, the Foden Twin-Load as seen previously on our front cover and the ex-Commercial Motor Show Leyland Gas Turbine truck on a lowbed trailer, hauled by a Volvo F88.

Right: Many visitors to Gaydon miss the best 'photo-opportunities'. Here, out in the unloading area, a pair of Lloyd's AECs are photographed from an unusual angle. With a shale surface, this could almost be the scene outside a transport 'caff' back in the 1970s! 'Elf & Safety' permitting, perhaps a replica 'Greasy Spoon' would be a suitable 'educational feature' at next year's event? Seriously.

a 'period load'. Judging by this year's event, this sadly seems to be a growing trend - and it isn't what enthusiasts want to see. As a result, event organiser Tom Caren might have to impose a rule that in future, all entrants - unless exhibited in an 'as-found condition' or as 'a restoration in progress' - will have to be driven down from the trailer park to the main exhibition area. Perhaps some might have used the weather as an excuse for not bothering to unload what are otherwise perfectly road worthy vehicles, this year? Possibly. But frankly, as several of those responsible were from the rough, tough world of plant hire and waste disposal, that argument doesn't really er, hold water. What it does do is play havoc with the event planning. When two vehicles occupy the space provided for one, it leaves blank parking spaces - as well as making it impossible for entry-paying enthusiasts to actually see the vehicles up close because they are still strapped onto the decks of others.

So c'mon everybody - after all the effort to find, restore and then load-up a preserved commercial vehicle, how hard is it to unload it again - especially as many entrants arrived on the Saturday? If Tony Knowles can fire-up the Leyland Gas Turbine and unload it for all to see, surely the rest can? Along with several other enthusiasts, I was thinking that the event was a couple of dozen entrants short this year - but no, it was mostly down to 'double stacking'. End result? They were impossible to photograph.

Another issue we need to address is that

our hobby isn't attracting enough young enthusiasts. Is that because old lorries aren't 'sexy'? What's in it for women, aside from hours of boredom? Yes, I know there's a love interest angle in 'Hell Drivers' and that Diana Dors managed to flaunt her more than adequate charms in 'The Long Haul', but be realistic - that was over forty years ago. And they were both films. Not real life. The point is,

fashions, lifestyles and ambitions change. So shouldn't our hobby do so too? For example, who decided that the 'Rat Look' on preserved Volkswagens was fashionable? You might think it bonkers. But it wasn't decided by one person.



Above: Howard's Way? Is a V-reg ERF a 'classic'? Discuss. Considering that after this iconic British brand had fallen under German control, it was the end of an era (with total closure looming), you might say yes. But either way, a load of Gerald Broadbent-designed KV-cabbed ERFs and that lovely three axle 'Sabrina' dropside on the following unit commanded attention.



Above: Do you ever wonder why - or how - the British motor industry came to such a tragic end? The unions? Lack of Government support? You don't think some frankly ugly products had anything to do with it, do you? Having tried 'Austin', 'Morris', and 'BMC' badged products, this (all be it beautifully-restored) JU250 pick-up would have us believe it's both an Austin and a Morris! Arrghhh!



Above: Classic lorry. Classic livery. There's always one traffic cone that gets past the Vintage Roadscene magazine patrols! The Harris & Miners livery of red and green has - with variations - been used by dozens of British hauliers over the years, but coachlining and the buckle 'wreath' sets it off a treat doesn't it?

Right: Good LAD! Driver of modern so-called 'Mini' just had to get in on the act! Albion YWU 613G is another excellent example of a neat - but not overdone - 'period look' livery and sheeted load, devoid of silly anachronisms. And it reminds us that Albion customers remained loyal until British Leyland went into a final nose dive.



Left: Phew that's a narrow escape! Had two BRS Bristols turned-up together, the caption would inevitably started with, 'A fine pair of'. With all the repercussions that would have entailed. Instead, there is no-doubting that the well-known Bristol eight-legger of Robin Masters remains in 'fine' condition, but it's also worth noting that it might have still been in service when following ERF tractor unit, TFH 641H, went into service.



It was a movement. And it created new interest and attracted more young people who couldn't afford 'Big Buck' restorations.

INTERESTING THE NEXT GENERATION

Who will be the custodians of all the classic commercials we hold so dear today, in twenty or thirty years time? The steam railway and traction engine hobbies seem to attract enthusiasts of all ages. But old diesel lorries? Er, not really. Is what interests us simply age-



Above: A vintage roadscene traffic jam!
As the driver of an early postwar Leyland Octopus in BRS colours prepares to head off to the docks, a 'Mouthorgan grill' Octopus tanker in Esso livery (didn't they do a model of that?) pulls in so its driver can create some fiction in the driver's paper logbook. Not a foreign lorry in sight - happy days!

Right: Beyond our Ken? The once impressive modern day haulage fleet of Ken Thomas of Guyhirn, near Peterborough, may be no more - but ERF eight legger NLB 541 still retains those well-known 'heritage fleet' colours. Red and green with lined-out panels again, see. Hard to better.



related? Or is it the images from a specific era that attracts us? Editor Forbes and I would love to hear your views on that. Me? Although I'm mostly interested in vehicles built in the 1940s and 50s and I did my HGV on an Ergo Albion - it's the 1930s that fascinate me. Do I want an iconic late 50s wagon like a KV cab ERF? Not really. An Ergo from the late 60s? Absolutely not. Horrible underpowered thing. No, ideally,



Right: This fabulous LAD-cabbed Octopus has now been joined by a F-registered Ergo-cabbed example in Marston's livery - both feature chain-sided platform bodies....

Above: Here's the Ergo on the left. Top job, eh? It also gives us a chance to compare four generations of Leyland in one shot.



Right: Now that's what I'm talking about! Classic 'Guvnor's Motor' Atki 'Borderer' features roped/sheeted load and just the right degree of 'patina' to represent the era just before imported trucks took over the road transport industry. Top marks D&J.

Below: Bedfordshire-based E H Lobb really did run Commer when they were still brand new on contracts with London Brick. Front-mounted exhaust confirms this tractor unit is two-stroke powered, rather than Perkins-engined, so it's more likely rated at 10 or 12tons gross weight.

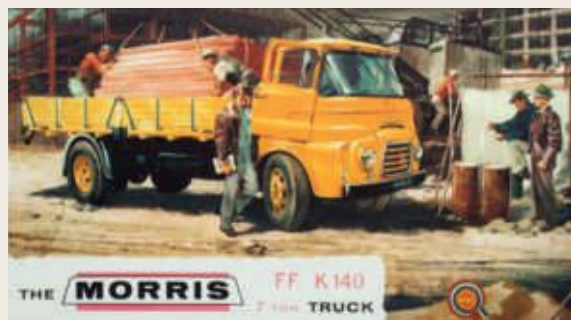


rather than a 1950s 'heritage fleet', I'd love to own a couple of real 1930s rarities like a Fowler 'Marathon' diesel lorry and a rear-engined Tilling Stevens 'Successor' coach. Both are extinct of course, but if I won the Lottery, I'd have 'recreations' built from scratch as soon as I'd cashed the cheque. But more to my point - what will tomorrow's young enthusiasts be interested in? Will earlier British wagons still have an appeal? What, when all the trucks on the road today are manufactured by Volvo, Scania, MAN or Mercedes? Or will they all go over to steam railway preservation because that lot do 'nostalgia' better? Let's hope not. But that's why we need events like Gaydon to be as brilliant as possible.

My concern is, there aren't enough enthusiasts out there with a voice on these issues. But of more concern are those wearing



Art for art's sake? The front covers of Morris commercial vehicle brochures from the late 1950s/early 1960s really were works of art. Here we see unlikely choice of lorry for International transport, in pair of FGs, an FFK surrounded by tough-looking, hat-wearing site workers and the front cover of the FH-series brochure making a big deal about having a three-seater cab. Was the cab really that spacious?



Above: Don't forget the 'Tiddlers'. Early Ford Transits might not yet be worth as much as 1970s Capris, but you wait - they soon will be. Early caravanette (left) and 'facelift' 35cwt van have more character than a boat-load of more recent Transits don't they? There's no longer a 'parcel van' in the range (centre) - today, they're called 'Mercedes Sprinters'!

Right: On Cloud Nine? The Foden tippers of Breedon & Cloud Hill Quarries were regularly featured in the editorial pages of 'The Foden News' so it's a real timewarp pleasure to feature one in Vintage Roadscene.

Below: See the problem? With entries 'stacked' on modern transporters for the whole event, enthusiasts were unable to get up close to see what they paid to see. Pity as this ex-Tennant Atkinson was worthy of closer inspection in it's new livery.

blinkers - for example, a well-known name in our hobby suggested that the HCVC London to Brighton event was 'fine' and that there were as many spectators this year as on past events - which there most certainly weren't. Surely, it's worth discussing these issues honestly? And listening to criticism and suggestions? Even if we don't agree with them. In contrast to 'our' London to Brighton, visit Hyde Park at 6am in November and you'll find loads of (admittedly rather well-healed) young people of both sexes under 25 taking part in the London to Brighton Emancipation Run for cars, alongside their parents and grand parents. It's a social gig. The vehicles on the run are all far older than the



people taking part. In contrast, visit the start of the up-coming - and in most other respects excellent - HCVCs Trans Pennine Run and I'll bet you a brew with two sugars that finding participants and friends under fifty is about as unlikely as a smiling young vision of loveliness bringing me a brew out here at Gaydon, to lift my soggy spirits.

"Hello Malcolm, I'm Marie. Tom Caren asked me to bring you a nice hot brew in case you were feeling wet and miserable out here photographing all these old lorries on your own."

Well, I'll be....



Above: And it's goodbye from him! The hard-working organiser of the Gaydon event, Tom Caren of the British Motor Museum 'enjoying' the rain.

TIPPERS ON SHOW AND ON TEST

Mike Forbes has made a selection of pictures from the Chris Hodge 'Stilltime' Collection, showing new tipper-bodied lorries showing off their good looks and what they could do.

Many of the pictures in the Stilltime archive were taken for magazines like Commercial Motor, which always reported on the range of new vehicles to be seen at the commercial motor shows. We can see lots of shiny new lorries, in the case of tippers, often on the bodybuilders' stands and equally often finished in operators' liveries.

The trade magazines also took new vehicles from the manufacturers out on test. In the case of tippers, this often included some off-road work, plus loading and

unloading on site. The vehicles involved in these tests could either be manufacturers' or dealers' demonstrators or recent deliveries to customers willing to have their new lorries put through their paces, to show what they could do. Perhaps there was some incentive – financial or otherwise – to encourage them to allow this.

The lorries in these pictures are all what we would consider 'medium weight' vehicles, with only a couple of six-wheeled conversions among the four-wheelers. They generally represent a cross-section of what was available to operators before and

after the turn of the 1960s. They offered a good combination – or compromise if you prefer – having the manoeuvrability and comparative ease of driving and operation of the smaller types which were the mainstay of many fleets over the years, as well as increased payload per trip, although not as great as the six and eight-wheelers, which were steadily taking over this part of the lorry market. We can look at a selection of similar pictures of these heavier vehicles on show and test in a future issue.

Some of the show pictures are a little short on information or clues about the exact





Above: This LAD-cabbed tipper, on show at Earls Court in 1962, was a Dodge 300 Series, as we can see by the style of the front wings. This is in the green livery of the well-known W W Drinkwater, with the telephone numbers of its London and Bushey Heath, Hertfordshire, bases listed on the cab door. The short high-sided steel-panelled body has the capacity, 8 cubic yards shown on the side, as has long been the custom on tippers like this. Unfortunately, this shot is a one-off which offers no clue about which bodybuilder's stand the vehicle is on. (CHC aai238)

Left: Here we are at the 1964 commercial vehicle show at Earls Court, with a short wheelbase Leyland Comet, a late example fitted with the LAD cab. It is fitted with a metal – probably steel – panelled tipper body, with small removable extensions, built by a company called Weston, judging by the 'registration' plate, and is in the livery of John Williams (Cinetic Sand) Ltd, of Bromsgrove, Worcestershire, which is still in business today, supplying sand and gravel from its Wildmoor quarry. (CHC aaj984)

details of the vehicles on show, so if my 'best guess' falls short, please tell us any more you know about the vehicles we can see.

In a few cases we can see other vehicles working on the sites, which show how these smart-looking shiny new lorries will end up in perhaps only a few months' time, as tippers have always had hard lives, on and off sites. Perhaps we can show more vehicles later in their lives in future picture selections, including those from Leo Pratt's archive of photographs he took of vehicles 'on-site', like the ones we showed last month...



Above: We are in the bodybuilders' section of the Earls Court show again, this time in 1950, with some Daimler buses in the background. This Commer QX 7 ton, 8 cu yd tipper, with early grille and badge, but no diesel badges, according to the sign in the screen, was priced at £928 10s, ex-works in primer, plus purchase tax of £227, plus the cost of the body, in this case with twin-ram tipping gear and fixed wooden sides by an unknown maker. In the livery of Woolcombers Ltd of Daisy Bank, Duckworth Lane, Bradford – a nice-sounding address – was probably not headed for building sites, but rather the textile industry. (CHC aas515)

Right: There's no mistaking the manufacturer's stand this time, although we can only say this is probably at the 1956 Earls Court show. We can clearly see that all the tipper on the George Neville stand have the characteristic U-shape of the company's alloy bodies. In the foreground is a Bedford 'S' Type for Eastwoods, with an office in City road, London EC1. Behind are larger capacity tipper, with scow end and cab protection and even a dropside version on a Thornycroft. (CHC aa165)

Below: This short wheelbase ERF 54G, HUT 260 (Leicestershire, 1952), with a panelled double-dropside tipper body in the livery of E Easingwood, of Blaby, Leicester, was displayed on another unknown bodubuilder's stand at an early 1950s Commercial Motor Show. The distinctively-shaped front wings show that this lorry was fitted with the all-steel Willenhall cab, also seen on BMC, Guy and Dennis vehicles. How long would this lorry stay this smart? (CHC aab296)



Right: The Homalloy stand at the 1958 show had a number of the company's cabs and bodies on display. There's an AEC Mercury for Lin-Can in the background, but this tipper for Peter Slater, a company which usually ran eight-wheeled bulkers on coal haulage, was on a four-wheeled Foden chassis with the S21 cab. Interestingly, the body is U-shaped, but has flat outer sides as well – it was possibly insulated for tarmac. The tipping gear is marked Pilot and the body has quite properly been propped for the duration of the show. (CHC aba230)



Not actually at a show, but obviously brand new and not yet in service, this Dodge Kew 100 Series short wheelbase 7-tonner has a profiled body for easier tipping. The underbody ram looks pretty substantial, suggesting that the lorry, destined for F Millington, based near Matlock in Derbyshire, would be used on heavy-duty work. (CHC aaa854)





Above: Here we have an Austin FFK, another 7-tonner, with a 6 cu yd steel dropside body with single ram tipping gear. The vehicle, with a BMC Diesel badge, featured in an early-1960s road test, using Birmingham trade plates, 499 OG. It is seen first on a weighbridge – testers have always been keen to know that test vehicles are loaded to their permitted gross weight – and then coping with some uneven ground. In this picture we can see the load of gravel and the cardboard box containing the fuel measuring cans and so on. (CHC aay067 and abf458)



Left: Another Austin FFK seen on test under the trolleybus wiring, this time a bulk tipper-bodied six-wheeler, signwritten for the local distributor, Kennings of Derby, on the company's trade plates, 148 CH. As it says on the front panel, the vehicle has had a third axle and tandem suspension added at the rear by Eaton-Hendrickson, which is probably why it's on test. (CHC aay065)

Below: A Mercedes-Benz L322 photographed in the mid-1960s on test around commercial Motor's tipper test route, which took in the minor roads over Dunstable Downs around Whipsnade Zoo. The bonnetted vehicle, on Middlesex trade plates, 683 MX, has the usual full load in its steel tipper body. The doors are signwritten with Mercedes' British headquarters in those early days, on Great West Road, Brentford, long before the move to the current premises at Milton Keynes. (CHC aay672)



Right: Another bonnetted vehicle, a Commer Superpoise from the late 1950s, with the Airflow Streamlines normal control cab and a steel tipper body, running on Bedfordshire tradeplates, 118 NM. The lorry has been posed to show how the suspension would cope with uneven ground, which would probably be important to potential customers, as this type of vehicle would be likely to go for export. (CHC abe195)



Above left: The Bedford TJ, including the heaviest J7 155 inch wheelbase model with four-panel steel tipper body and under-body ram seen here, has always been popular with operators and enthusiasts alike. Diesel-powered VTM 47 (Bedfordshire, 1958), unusually already registered by Vauxhall-Bedford, is tipping its load beside a rural road. (CHC abf222) **Above right:** The same Bedford J7 tipper is seen again in the sequence of pictures in the Stilltime archive, with 'track-grip' tyres on the rear, coping well off-road with a good load of spoil. For some reason, it has now had what looks like a small banner taped to the door, with the name of the contractor, Laing. It is in the company of a Thames Trader in the Willment fleet. (CHC abf226)



Above: Another Thames Trader, this time a six-wheeler, with a tandem-axle conversion by County Commercials of Fleet, Hampshire – note the extra badge at the top of the grille. Fitted with an Edbro 9 cu yd tipper body, 521 FHO (Hampshire, 1962), is seen on test on a very secondary road, judging by the road sign. There is a Ford Zephyr 6 Mk III in the background and a Jaguar XK120 parked on the verge on the left – the photographer's car? (CHC abf389)



Above: This Dodge 300 Series 7 ton tipper, 88 HPD (Surrey, 1958 – Dodges were built in the Kew factory in those days), with its wooden dropside body emblazoned with 'Dodge Bros (Britain) Ltd', was really put to the test by Commercial Motor on a winter's day, having taken on a considerable load from the 22RB dragline excavator on the M1 motorway site where contractor George Sheppard was working in Bedfordshire. (CHC aax417)



Above: This Leyland Comet was examined as it had a special tailgate to its tipper body. The LAD-cabbed vehicle was new in the fleet of haulage contractor, Harry A Skelton of Walsgrave, near Coventry. The extra-deep tailgate on 7903 HP (Coventry, 1960) had a system to open it wide when tipping its load for Lime-Sand Mortar Ltd. (CHC abc076/075)



Above: Perhaps a more specialised vehicle, with its four wheel drive off-road ability, which was tested by CM, was this diesel-powered civilian version of the Bedford RL with twin rear wheels. With its scow-ended dropside steel tipping body with twin-ram gear, STP 627 (Portsmouth, 1959) would have been a great asset for its local operator, Nicholls, in the early stages of its housing estate developments. (CHC abd172/170)



Above: Perhaps more of a demonstration than a test is shown in these two pictures of a Dodge Kew 100 Series 'Parrot-nose' long-wheelbase tipper. UWD 811 (Warwickshire, 1956), was possibly specified to suit other work, as well as delivering quarry products for its operators, Dafferns of Atherstone. Its high specification, including a scissors support for its single-ram tipping gear, contribute to a fairly high tare or unladen weight, marked as 4 tons 9 cwt. (CHC abf552/550)



Left: To end, we're back at Earls Court in September 1962, on the Darham Industries stand next to a tanker, still with protective wrapping, with another Dodge 300, fitted with Autolifts tipping gear and body in Blackburn. The cab is signwritten for W H Phillips Ltd Haulage of Wirksworth in Derbyshire, always big tipper country, although the paintwork on the body looks strangely unfinished. (CHC abl502)

50 YEARS WITHOUT HARRINGTON



Above: Just post-World War I is KN 2405, a 1919 Leyland N with Harrington bus body, seen in service between Maidstone and Hastings, which was returned to Leyland Motors, as dealers, by 1928.

*50 years ago saw the demise of the Sussex coachbuilder Harrington. In this and the following article, **Malcolm Wright** shows us the company's products in 50 selected nostalgic photographs.*

In February 1897, Thomas Harrington (1859-1928) commenced building light horse-drawn passenger wagonettes, flies and landaus, as a coachbuilder and later became an automobile engineer, from premises in Church Street in Brighton. It was a busy time and, as the new century dawned, the existing premises were expanded and a larger showroom was also erected and opened in King Street, Brighton. Motor cars were becoming very popular and Harrington's attention was being drawn towards them, even though the commercial coachbuilding was still a very lucrative business.

As cars rapidly developed, many makers started producing their own bodywork, so he was forced to turn his attention to commercial construction of bodies for both goods and the newly-expanding public service vehicle arena. Harrington quickly



Above: This early view of a 1924 Leyland O, shows it has a Harrington charabanc body with central gangway and dual entrances. This vehicle was also sent to Leyland Motors as dealer in 1930. (M&D and East Kent Bus Club).

established the firm as a provider of luxury coachwork and, despite the setback of World War I, by 1919 the company was able to continue and expand its psv manufacturing activities.

Early bus bodies were extremely upright and angular and, even with provision for fully-enclosed drivers cab areas, they looked somewhat Spartan. However, local operator Maidstone & District was an early purchaser, specifying Harrington coachwork on the Leyland 'N' type chassis. Gradually, less harsh contours appeared and open charabancs were popular in the early 1920s. Southdown became another important local customer, a partnership which was to last for over 50 years. Both Tilling Stevens and Leyland chassis were popular makes to receive Harrington bodywork.

In 1930, a purpose-built factory, known as 'Sackville Works', was built at Old Shoreham Road in Hove, with 'Motor Coach Builders' displayed along one wall and 'Automobile Engineers' on the other. The factory covered a seven acre site and, by the late 1940s, there were over 600 employees working at the site, which was capable of producing up to 200 vehicles a year. However, further future expansion was not possible due to the difficult geography of the location.



Above: This fascinating shot is not all it might appear. The vehicle on the left is KO 107, which was a 1927 Tilling Stevens B9A, which originally had Harrington C31R coachwork, which lasted until 1934. As JKM 409 is alongside, which was new in 1947, the bodywork of KO 107 must be the 1934 rebuild by Eastern Counties to DP31R configuration. It served until 1949, when it was sold to a Leysdown dealer and then used as a caravan. The AEC Regal also has Harrington C32F coachwork and it survived until 1956, when it passed through PVD of Dunchurch and travelled north to Paisley for use by a showman.

The company did, in response to a request from regular customer Maidstone & District, venture into double-deck body construction, building eight such vehicles on Leyland TD3 chassis. These were the only double-deckers to be built by Harrington, among a large number of service buses and coaches, going to operators all round the country, to

independents and bus groups alike. In the mid-1930s, attention was also turned to the construction of bodywork for the Tramocars Service at Worthing, built on Shelvoke & Drewery chassis, to accommodate 26 passengers.

During World War II, work other than for the war effort ground to a halt, apart from repairing vehicles, although some vehicles were specially built for the Army, Navy and the RAF. A portion of the works was turned over to the manufacturing of aircraft components, as well as producing prototype aircraft parts. Following the end of the War, production recommenced, with rather Spartan body styles but, by the early 1950s, much smarter body styling, based on vehicles such as Commer Avengers and Leyland Royal Tigers began to roll off the production line.

There was also a small number of commercial vehicles built in the early 1950s, alongside the main activity of bus and coach bodybuilding. A new 'glass-fibre' method for vehicle construction was developed and used for car conversions and for minibus construction, while the company made Green Goddesses, Black Marias and RAF crew-buses to government orders.

During the mid-1950s, Harrington developed its 'Contender' style of body, which was chassis-less, but built using Commer components and, although commercially



Above: A close-up shot of the front of KR 1735, a 1930 Leyland TS2 with Harrington B31C bodywork. It was Maidstone & District fleet no 601 and was re-bodied, again by Harringtons, in 1937, going on to serve until 1941, when it was requisitioned by the Admiralty, as an ambulance with capacity for four stretchers. Upon release in 1948, it passed to Horseshoe Coaches of Kempston and ran until 1953.

1: A side view of KR 1740, a 1930 Leyland TS2, with similar B31C bodywork. This was also re-bodied in 1937, with the earlier one being broken up, and it saw service until 1952, when it became an ambulance in Kingston Upon Thames, then Worcester Park.

2: KR 6319 was another 1930 Leyland TS2, which originally had a Harrington B31C body, which was removed in March 1938 and the replacement seen here built to C32F configuration. It was withdrawn by M&D in 1952, passing to dealer Clark dealer of Paddock Wood and on to a showman until scrapped by 1957.

3: Showing its original rare Harrington H24/24F bodywork is 1934 Leyland TD3, M&D fleet no DH373. In 1942, it was re-bodied by Weymann to H28/26R configuration, and served until 1954, when it was scrapped.



4: Also new in 1934 was this small Dennis Ace with Harrington B20F bodywork, which served M&D until 1950, when it was converted to a lorry and transferred to the service fleet. It was scrapped by 1962.

unviable, it has remained in the memory from those days, as it was the subject of a Dinky Toys model in BOAC livery.

The 1950s also saw the introduction of names to styles of bodywork, with the 'Wayfarer' being one of the first, when introduced in 1950, for fitting to the new generation of under-floor engine chassis. The body was initially designed for fitting to either the Leyland Royal Tiger or to the AEC Regal IV chassis. Later on, three were fitted to Fodens and one to a Maudslay chassis. 'Wayfarer' summed up the start of a new coaching era, with travel around the country now freed from wartime restrictions. The factory never officially sold any Wayfarer Mk II or Mk III models, but plenty of Mk IVs were sold.

By the mid-1950s, there was a slowing down in sales of Harrington bodies for lightweight chassis so, by 1958, the company designed



the 'Crusader' body specifically for the lightweight chassis. This was introduced at the 1958 Commercial Motor Show and was largely based on the latest Wayfarer IV body. Larger side windows and a one-piece front and rear panel were evident and the back of the roof section was made out of glass-fibre, which provided a much more up-to-date look

to the range.

Great efforts were being made to keep both weight and costs down. 'Formica' plastic laminate was used more extensively than on the Wayfarer IV model. Below the window line, the interior panels were made of Rexine-covered hardboard. The Crusader was metal-framed, but as it lacked the aluminium



1: AKL 667 was an acquisition by M&D in 1935, from R & J Bennet & Co of Tenterden trading as 'The Times', which had been new in 1933. It was a Commer Centaur with Harrington B20F bodywork. It remained with M&D until 1947, when it passed to Martindale Coaches, Roberts & Dickinson and Ashford Belle Coaches. (M&D and East Kent Bus Club).



2: CKE 422 was one of the last batch of petrol-engined heavyweights coaches delivered to M&D in 1935. It had a Harrington C31F body on a Leyland TS7 chassis. Some of the batch were later re-bodied by Portsmouth Aviation in May 1950, serving for a further two years and sent to a dealer by 1955.



3: As a change from psv models, here is a 1936 Albion 30 cwt 'utility', which carried a gang of up to four men with their tools and equipment for overhead line installation and maintenance work. The body was constructed to Post Office specification by Harrington and it served until 1950 in the Gloucester area. It was then sold to a Wiltshire sawmill owner and was eventually restored by Ben Jenkins, Secretary of the Post Office Vehicles Club, and was on display for many years at the BT Museum, but is now at the Connected Earth communications hall at Amberley Museum.

4: CUF 404 had a Harrington-bodied C14F body on a 1936 Leyland KP21 chassis. It was fitted with a folding canvas roof, but was rebuilt with glass quarter-lights and sliding roof around 1939. It was converted to C20F in 1950 and served Southdown until 1953, when it passed to Jersey Motor Transport as its fleet number 102, re-registered as J 13892. It returned to Sussex by early 1962 for preservation and is now with Stokes of West Wellow.

5: Seen in M&D green livery is CKO 966, a 1936 Leyland TS7 with Harrington C32F coach body, which was later re-bodied and finally withdrawn in 1958 to dealer Fleet Car Sales and exported to Libya.



inner panel-work, on lay-over, on diesel models, a loud shuddering noise could often be heard. The first Crusader bodies were built on Bedford chassis and, despite Harrington's close association with the Rootes Group, it was six months before a Ford and twelve months before Commer variants were used as suitable chassis offerings. Southdown took

some of these Commer versions, but they were unpopular with both travellers or drivers.

The Crusader was a precursor for the Cavalier, but also went into a Mk II/III period of manufacture. The busiest year for Crusader production was 1961, even though Cavaliers were becoming more popular. The Mk III Crusader was also built alongside the

6: This illustration shows the frontal aspect of similar Leyland TS7, CKO 982, photographed in 1963 with Williams of Runcorn, after being withdrawn by M&D in 1962 and sold to Fleet Car Sales, then dealer TPE of Macclesfield. It had been re-bodied in 1950.

7: The same vehicle, seen from the rear, while in service with M&D, showing the full-length roof rack fitted for band instruments.

8: New in 1936 with Harrington B32R bodywork was DKL 597, M&D fleet no SO550, which served until 1955, when it passed to PVD of Dunchurch and on to contractors Costain, then Heron, in whose ownership it is seen here in Fort William by 1958.



9: DUF 46 was a small Harrington-bodied C20F coach, on a Leyland Cub KPZ/2 chassis, new in 1937 to Southdown. It was commandeered by the War Department in September 1940 and re-registered 50 YP 33. It later passed to dealer P Lewis of Hanley, by 1956 and was scrapped by early 1957.

introduction of the Grenadier model, but only 30 examples were made, before a MK IV was announced and only a few of these were ever built.

By the early 1960s, Britain was again in a period of political and economic turmoil, with higher costs for vehicles and requirements for even greater weight savings to be made, which resulted in different methods of construction being necessary. The Mk IV attempted to bring the Crusader into the Legionnaire family likeness, with a similar frontal aspect, but relatively few were made. Although the Crusader only made its first appearance a year ahead of the Cavalier it did not have such a modern appearance, because of its flat windscreens set into a metal frame.

The Cavalier had tall curved rubber mounted screens from its inception. A



stepped rail reappeared in an almost identical position to the earlier Wayfarer models. The first Cavalier was manufactured in February 1960 and registered RNJ 900. The model became an instant success. Early orders came from Timpsons and Northern General, East Yorkshire and South Wales Transport. The AEC Reliance was the most popular chassis, with

only four of the first 40 Cavaliers being on Leyland Tiger Cub chassis.

However, by February 1961, Northern General had re-ordered, but these were built on Leyland Leopard chassis. Some early Timpson coaches had reduced seating for use on the company's continental holiday tours, and were fitted with Chapman reclining



1: DKT 16 was yet another example of a Harrington C32F body on a Leyland TS7 chassis. New in 1937 as M&D fleet no 558, it was re-bodied by Harrington in 1950 and had full-length roof racks for the carriage of musical instruments for military bands. It was withdrawn in 1964 and went into preservation, ending up with R&C Gibbons of Maidstone.

2: DKT 22 was a 1937 AEC Regal with B36F bodywork from Harrington. It only served M&D until 1941, when it was requisitioned by the Admiralty for use as an ambulance. It was returned to M&D in 1948, when it was re-bodied by Portsmouth Aviation, and it served until 1954 as SO528, passing to Eagle Construction of Scunthorpe.



3: Originally built with Harrington B36F bodywork on an AEC Regal chassis, DKT 20 was M&D fleet no SO526, being withdrawn in 1954 with its body reduced to just the chassis and cab at Bulverhythe during 1955, when it entered the service fleet. It went on to be preserved and re-registered as YKT 959B in Sussex.

4: In 1938, along came EKR 796, a Leyland TS8 with Harrington B34F bodywork, which served the M&D fleet until 1954, when it was withdrawn and subsequently broken up by 1955. (Surfleet Transport Photographs).

5: FUF 181 was one of two Dennis Falcons to join the Southdown fleet in May 1939. Originally built for use on the Worthing Tramocar Services, from the early 1950s, they spent their life in service on Hayling Island. The Harrington body was constructed to B30C configuration. This one was withdrawn in 1958, passing through two old peoples' welfare groups in London and Eastbourne and on to Bexhill and Hassocks where it entered preservation. It is now with Priddle of Farnham. (Surfleet Transport Photographs).



seats. A newly-designed cantilever system was patented by Harrington for the lift-up side flaps and boot lids, which replaced the twin opening doors of the earlier models. When new Construction & Use Regulations allowed vehicles to be 36 ft long and just over 8 ft wide, in March 1962, the Cavalier was designated as the '36' model whilst the shorter version was extended slightly to 31 ft

5 ins, to become the '315' model.

When the new models were announced by Harrington, existing orders were still undergoing manufacture, so it was possible in the early 1960s to see Wayfarer, Crusader and Cavalier all being constructed in different parts of the works. And by the end of 1962, the new Grenadier became available, even though there was still a strong order book

for Cavaliers right up to mid-1965, the last full year of factory operation.

The Grenadier was, to all intents, a face-lifted Cavalier. Its official debut was at the 1962 Earls Court Commercial Motor Show where two 36 ft models were on display. There was improved ventilation in the Grenadier and it was the only full-sized coach in production when the factory closed. The last Harrington body was number 3218, built for Greenslades of Exeter, which was to a shorter 3110 specification. It was registered FFJ 13D and took part in the 1966 Brighton Coach Rally. Following withdrawal to Nightingales of Budleigh Salterton, it was not saved for preservation and was last heard of as a car transporter in the Suffolk area.

Another new body style, the Legionnaire was announced in September 1963, mainly aimed at the Bedford VAL six-wheeled twin-steer chassis. The new Legionnaire was a structure of light alloys and steel, with plastic moulding for some panels, roof domes and wheel-arches. There was a very large expanse of glass windows and screens, heavy in construction, but popular with passengers going out on sightseeing tours.

By 1964, the Legionnaire could be fitted to the new Ford Thames 676 chassis as a Mk I model. At the end of that year, a Mk II model was shown at the London Commercial Motor Show. This was an important development, as the body panels were no longer fixed using rivets, as the company had reverted to a system in which aluminium strapping was utilised, with timber being fastened to the main aluminium framing. Only 58 Legionnaires, both Mk I and Mk II, were made, with the last one being constructed in July 1965.

Harrington had always been a family firm.



Above: Following the end of World War II, arrivals at M&D included CDY 442, a 1946 AEC Regal coach with Harrington C32F coachwork. It was new to Skinners Coaches of St Leonards and came along with the rest of the Skinners Fleet, when this was purchased by M&D in 1953. This vehicle served M&D for a further seven years, passing to dealer Fleet Car Sales and on to H Wilson, trading as Premier of Stainforth, for another three years. It was photographed in June 1961.

Ernest G and Thomas R Harrington, sons of founder Thomas, were joint Managing Director and Chairman until 1960. Other members of the family were on the Harrington Board. Clifford Harrington had been a director in charge of coachbuilding and promoted the more modern-looking Cavalier and Grenadier models. Change was imperative and development was restricted by the physical nature of the Sackville works.

Harrington had also had a Rootes car

agency since the 1930s, with showrooms in Hove and Worthing. Early in 1961, the Rootes family gained a stake in Harrington, as the Robins & Day group purchased the company. However this was a private deal, outside the Rootes Group itself, of which, surprisingly, Harringtons never became part.

In 1962, Desmond Rootes joined the Harrington Board, as Director of Motor Trading and Clifford Harrington resigned and left the company, with Gordon H Harrington taking his place as General Manager and Geoffrey Harrington became Sales Manager, Manufacturing Division. As far as coaches were concerned, no new money was made available to develop new models. In late 1965, it was announced that coachbuilding would be discontinued the following year.

The factory closed and was sold to British Telecom as a motor fleet service centre and was finally demolished by 1999. The supply of repair panels went to Plaxton of Scarborough, which had purchased the design rights and some service agreements. The name of Harrington lingered on in car sales until the 1980s.

● The second 25 of our 50 pictures of Harrington bodies will appear in the next issue.



Above left: DDY 219 was a 1948 Austin CXB carrying Harrington C26F coachwork. It was withdrawn in 1956, some three years after M&D took over Skinners. It passed to PVD and on to be the Pickering Town AFC club coach. (M&D and East Kent Bus Club).

Left: The year after the AEC Regal was new saw HUF 8 join the Southdown fleet. This was a Leyland PS1, with Harrington C32F coachwork. It had a full-width roof canopy and was withdrawn from service in 1959, passing to dealer F Cowley of Salford, then to Williams of Treorchy, until final withdrawal by the end of 1966. (Trevaskis/Hamshire)





Above: East Yorkshire Leyland Tiger Cub, fleet no 618, Willowbrook-bodied PAT 410 of 1954, on the Hull to Birmingham express route, pauses at Nottingham, in the company of a West Yorkshire dual-purpose bodied Bristol MW.

EAST YORKSHIRE MOTOR SERVICES

Part 2 - COACHES TO LONDON

Stuart Spandler continues his fond look back at his boyhood memories of East Yorkshire Motor Services, which this year celebrates its 90th anniversary.

During the late 1950s and early 1960s, we used to spend our summer holidays visiting family in the London area and Windsor. These holidays were very exciting times, being able to go down and experience the hustle and bustle of the capital and to take in the pageantry and the sights.

But, for a young, burgeoning bus enthusiast like myself, even the prospect of riding on red London buses was nothing like as thrilling as the prospect of the journey to and from the capital on one of East Yorkshire Motor Services' fleet of highly distinctive long distance coaches, in their resplendent livery of primrose and Riviera blue. East Yorkshire buses with their domed 'Beverley Bar' roofs held a fascination for me, but were strictly out of bounds for the daily school commute, so the prospect of actually riding on the company's coaches, which really were the 'crème de la crème', really was something to look forward to!

I'm sure my poor mother never shared that enthusiasm. In those days, the services were operated as part of the Yorkshire Services pool and left Hull around 8.30 each morning, in convoy with the Hull to Birmingham service and sometimes a duplicate, for a journey which ended some 10 hours later at Victoria Coach Station in London. The prospect of travelling for ten hours on a coach, with three under-10-year-olds can't have been a pleasant one!

When we first started travelling, the vehicles



Above: Along with a West Yorkshire 'CUG' coach-bodied Bristol MW, another of the batch of EYMS's 14 dual-purpose bodied vehicles, no 620, PAT 412, waits in Newark, as crew and passengers take their lunch break. The smart Gothic Script-style fleetnames, first used in 1953, would remain in regular use on the EYMS coaching livery until 1971.

used were Leyland Tiger Cubs with rear entrance Willowbrook bodywork and were, as far as I remember, operated by a crew of two drivers, who split their periods behind the wheel. Being rear entrance meant that there was a double seat at the front by the driver, and, delight of delights, the relief driver would sometimes come and invite us children to sit up there with the driver right in the thick of the action!

1960 saw the introduction of newer Tiger Cubs, with front entrance MCCW bodies, meaning that I would get very little sleep the night before travelling, hoping against hope

that we would get one of these vehicles for our journey and not one of the poor old 'PATs', which I'd been so keen to ride on in previous years, before the 'KHs' made their appearance. Unaware in those days of chassis and body types, I always seemed to refer to the types of vehicle by their registration letters (perfectly reasonable, didn't we all? – Ed).

The Tiger Cubs, in their turn, gave way to 36 ft long Leyland Leopards, with Willowbrook bodies (more sleepless nights as fickle loyalty gave way to the thrilling prospect of a ride on new, state-of-the-art vehicles!), and these were superseded in 1964 by re-styled

Willowbrook Leopards with (for me, at any rate) the ultimate refinement of twin headlights! In my opinion, these East Yorkshire-liveried Leopards, along with their Harrington bodied touring counterparts, were far and away the most stylish vehicles which have ever graced our roads. Riding through the streets of Hull and beyond on one of these was, for me, like Royalty riding in a limousine, although, contrary to what I thought at the time, I'm sure neither pedestrians nor other road-users spared us a second glance!

Having come down to earth (a little) from the euphoria I felt from boarding the vehicle, the next thrill was the journey itself. There was always a stop just eight miles from Hull, in the village of Elloughton, at the EYMS depot there which, dare I say it, remains the company's spiritual home, and then the coach followed the A63, mostly single carriageway in those days, as it snaked its way through the villages, towards Boothferry Bridge, where it crossed the River Ouse, from our relative isolation in the East Riding of Yorkshire into the big wide world of the West Riding and beyond. We were on the A614 now, through Goole to Thorne, where, around 40 miles from Hull, there was a 'toilet stop' – by now much needed by three young children!

Going on from Thorne, we drove for while alongside the runway at RAF Lindholme, where we got the thrill of seeing Lincoln bombers (developed from the Lancaster) taking off and landing, before we arrived in the centre of Doncaster, which was where we actually joined the Great North Road, the A1 – with no by-passes in those days. If I remember rightly, there was a short coffee stop in Doncaster – no wonder the journey took 10 hours – where we would rendezvous with other London-bound coaches from elsewhere in Yorkshire and beyond, from companies like United, West Yorkshire, Yorkshire Traction, coaches which bore (to me in those days, growing up in that



Above: Closely followed by a Mark X Jag and a Ford 100E, East Yorkshire fleet no 686, 1960 Leyland Tiger Cub, 6686 KH, with MCCW dual purpose bodywork, makes its way through Trent operating territory back to Hull. Some of this batch also appeared like, the 'PATs' before them, in a predominantly primrose livery with blue paintwork only round the windows.



Above: Fleet no 692, Leyland Tiger Cub, 6692 KH, was one of four members of the 1960 intake of Tiger Cubs which came with very stylish Harrington touring coach bodywork, shown off to great effect by the application of East Yorkshire's very smart coaching livery. Following the EYMS tradition, touring coaches were named after places in the East Riding, 692 taking the name 'Pocklington Star'.



relative seclusion of an area of the country which was on nobody else's coach routes) strange-looking body styles and even stranger liveries, none of which, of course, was a patch on East Yorkshire's, which appeared to me to revel in uniqueness of both body style and livery!

Onward we went, along the A1 (following what is now the A638) through Bawtry, where we 'lost' the Birmingham service, and Retford and into Newark, where there was a one

Left: For the writer's money, the East Yorkshire coaching livery made the company's first ever intake of Leyland Leopards, which arrived in 1962, with Willowbrook dual-purpose bodywork, among the most stylish vehicles ever to grace our roads. Fleet no 736, 9736 AT, of this batch, is followed by what looks like a Midland Red C5.

Right: Although 'downgraded' in later life, to more mundane stage carriage work, the 1962 Leopards nevertheless retained their rakish coaching livery until NBC days, when they were painted first blue and white, then red and white NBC dual purpose livery. Fleet no 733, 9733 AT, at rest on 'the muck' as crews used to call the bus parking area behind Hull Bus Station. A line of Hull Corporation Transport AEC Regents can be seen in the background.

Below: As seen on EYMS fleet no 770, 9770 RH, the 1964 intake of Leyland Leopards had a more streamlined appearance, with curved windscreens and the very American fad at the time of twin headlights. The much larger panoramic windows were made possible by the forced air ventilation – rather grandly, we called it air conditioning!



hour lunch stop. Here we had the thrill of a picnic by the river, before ploughing onward through Grantham and Stamford, before a stop for afternoon tea in Biggleswade, as far as I remember the final stop before London. There was always a game to play with my brother and sister, to see who could be the first to spot a London Transport bus stop, with its distinctive roundel and, of course, the first to spot a London bus – mainly RTs in those days, although we did spot the odd Greenline RF.

By the time the 'RHs' had joined the fleet, Willowbrook Leyland Leopards with updated styling which included twin headlights – how American! – I was old enough to travel alone to visit London-based family and always given the seat immediately behind the front entrance. I now know this was so the crew could keep their eye on me, but in those days all that mattered was that I had a grandstand view of the driver's cab, with its impressive array of switches and levers and also of the unfolding route, following as it did by now, shiny new by-passes. All very thrilling for a wide eyed 15-year-old!

The devastation at actually having to disembark at Victoria Coach Station from the

lovely Tiger Cub or Leopard was mitigated a little by the plethora there of coaches from all four corners of the UK, Southdown, Midland Red, Crosville, Lancashire United, Black and White and Devon General, to name but a few, all with even more unfamiliar body types and even more unfamiliar liveries. My first sight of a Standerwick Atlantean left me rooted to the spot with, I'm sure, mouth wide open – an Atlantean coach. Now there was something we never saw in Hull! It was very smartly fitted out and proudly displaying on the destination blind

'London VIA MOTORWAY' – show-offs!

From Victoria, our journey continued either on foot to Wellington Barracks, just across the road from Buckingham Palace or by District Line tube to Wimbledon or (delight of delights) Greenline 705 service on an RF to Windsor. Wherever we were going, there would follow yet another sleepless night as I tried to relive every moment of what, for me at that time, had been a journey of a lifetime, with all the towns we'd stopped at on the way, as we snaked our way south, with the long lines along the A1 of lumbering AEC, Leyland, Commer and Bedford lorries all sheeted down in their various liveries making their laborious way to towns I'd never heard of; the thrill of spotting a Reader's, Richardson's or Arrow Bulk Lorry from Hull, or the East Yorkshire coach making its return journey to Hull; but most of all that undiluted thrill of spending a whole day on the 'crème de la crème', that resplendent coach of East Yorkshire Motor Services, towards which, I was convinced, the head of every other coach driver at Victoria turned as he thought very wistfully, "Wow – I wish I drove one of those!"

Below: No doubt, keener eyes than my own will spot where EYMS Leyland Leopard fleet no 771, Willowbrook-bodied 9771 RH of 1964, is disgorging its passengers – it looks like Victoria.



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ALL ATTRACTIONS SUBJECT TO CHANGE



Llandudno Lovelies

Barry Fenn, Andy Taylor and Vic Capon all sent us pictures from their visits to North Wales during the Bank Holiday weekend in early May.

There was the usual large number of vehicles at the Llandudno Transport Festival, including many commercials, old and not so old, buses, coaches and other types. The weather was variable and the ground conditions at the Bodafon Fields site meant that, once vehicles were in place, they had to stay put, and the usual road runs had to be cancelled, which is a pity. However, there were many interesting lorries present and here are just a few of them...



Above: Two contrasting Albions noticed by Barry were BER 940, a 1936 KL127 in the livery of Alun Williams, and HYX 668K, a Reiver six-wheeled tipper in Tarmac Roadstone colours.



Above: This nice little Morris-Commercial T Type 'Tonner', YB 9904, dating from around 1930, in the livery of brewer Bass of Burton-on-Trent caught Barry's eye.



Above: A Bedford HA van, 943 ERI (Dublin, 1974), nicely restored in the livery of the Republic's Electricity Supply Board.



Above: It looks as if the latest project for the Manchester-based Walsh Brothers is this 1960 Trojan panel van, 6943 NB, seen loaded on their Jensen lightweight at Llandudno.



Above: This American Ford F600, with typical stateside 'stake truck' bodywork is one of the Walsh Brothers' recently completed restorations, seen here in Andy's picture.



1: This 1974 London-registered AEC Mercury tractor unit, VBY 365M, is now finished in the livery of Goodwin & Forbes, a Buxton plant hire company, seen here with an interesting single-axle York tipper trailer. 2: Perhaps working as a recovery vehicle has prolonged the life of this Iveco Ford Cargo, K999 DLD, which Andy found at Llandudno, loaded with a Ford Escort Mk II racing car, and hopefully will see it preserved. 3: A nice study in the comparison between the Leyland and Dodge versions of the LAD cab, on these Barlow & Hodgkinson-liveried tippers, 4309 TR and 641 ECJ. 4: New to Lowe's of Paddock Wood in 1968, and used on continental runs was this Cummins-powered 'Chinese Six' ERF tractor unit, PKR 668G, with its extended LV cab, now restored in the livery of North Shropshire Transport of Oswestry. 5: This 1975 Volvo F88 artic unit, OBT 929P also caught Andy's eye, now restored in Evans Minsterley Motors livery. The Guy Big J next to it, SBK 365J, is almost hiding behind that massive front bumper. 6: Vic photographed many of the vehicles on their way to Bodafon Fields, including this BMC Diesel-powered Austin FE, in the livery of F H Walker, threshing contractors of Kelsall. (We'll have our report on the Kelsall show in the next issue - ED.) 7: How appropriate, this 1957 Bristol/ECW SC4LK lightweight single-decker, 782 EFM, from the Crosville fleet, might very well have worked into Llandudno when it was in service with the company. 8: Several of the vehicles we've picked out at the Llandudno rally seem to have been restored in the colours of Buxton companies, including DOW 504C (Southampton, 1965), a Leyland Comet platform lorry, in the livery of C A Garlick.



Above: This Thames Trader, DJJ 134C (London, 1965), with an unusual box body, complete with a platform at the rear, making it ideal to provide living accommodation, reportedly spent time with Sir Robert Fossett's Circus before preservation and restoration.



Above: A future classic? Vic also photographed the vehicles with the fair in Llandudno over the Bank Holiday weekend, including this Foden Alpha eight-wheeler, Y368 UON, fitted with a massive Luton box body for its current role.

East Coast Run

The annual East Coast Run, between Hull and Bridlington, organised by the East Yorkshire Thoroughbred Car Club, but open to all types of vehicle, attracted a number of lorries and buses, as usual. **Janet Ulliott** was there and sent us some pictures of the participants.

Right: Most appropriate for a road run in this area was 1962 ex-East Yorkshire Motor Services AEC Bridgemaster, 9725 AT, with its Park Royal double-deck body specially shaped to fit through the Beverley Bar, as mentioned in Stuart Spandler's article in issue 199. **Below left:** This 1946 AEC Monarch platform lorry was another participant on the run. **Below middle:** An imposing frontal shot of LAD-cabbed Leyland Super Comet tractor unit, 78 UUR, now in the livery of S D Transport Ltd. **Below right:** Now part of LJ Brumpton's restored fleet is PXP 594, a Thames 4D, with a platform body, once a Civil Defence vehicle.



Above: There were two Bedford/Duple OB coaches on Isle of Man Tours on the run. The side-on shot of 1950 'Lady Roseen' shows a good load of passengers were enjoying its charms, while the rear details are of 1951 'Lady Maeve', its slightly 'off' IOM registration 1949 MN replaced by BYH 319A. Pity it didn't get its original number back.

AEC Rally at Newark

The 33rd annual AEC Society Rally was held at the Newark Showground over the late Spring Bank Holiday at the end of May. **Mike Forbes**, **Keith Baldwin** and **Barry Fenn** were there.



Above: A stirring sight as you entered the Newark Showground was this line-up of AECs in the livery of Loughran Rock Industries of County Armagh, which the company had brought over from Northern Ireland for the rally. They were 1952 Mammoth Major Mk III, GBW 830, with 'Ritemixer' equipment, apparently replacing its previous tipper body, Ergo-cabbed 1966 eight-wheeler, NPA 891D, and 1969-70 six-wheeled tractor unit, AMG 419H, Park Royal-cabbed Mammoth Major six-wheeled tipper CIB 7820 (Armagh, 1976) and 1962-3 Mercury artic unit, 377 DUL, with what looks like an RTS cab, with its 'suicide doors', plus the modern Volvo FH unit which brought some of them on a low-loader trailer.



Above: The Mammoth Major tipper stood out, even in the splendid Loughran line-up.

As Keith says, the weather on the Saturday, for the 'Bomber Country' run was splendid, turning cold and grey for the Sunday, when we were all there. However, the good selection of vehicles, both AECs and other makes, which were to be seen soon made us forget the weather.

New on the scene is this TS3-powered Commer QX artic unit, with a four-in-line trailer, 886 UYP, in the livery of LA & S Raynor of Goole, seen alongside AEC Mercury, YDD 46, in the same colours.





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1: The ex-Alan Firmin Mammoth Major Mk V and its draw-bar trailer, now registered 814 YUD, is safely in the preserved fleet of T J Parry of Shrewsbury, and appeared at Newark, along with the company's Mustang twin-steer, 493 FTG and other Mk V eight-wheeler, 788 BWX, plus its more modern ERF, Foden and Scania tractor units. 2: An interesting comparison of 1970s-80s tractor units was offered by the Roll-Royce powered Scammell Crusader, OOA 88R, of Tom Fisher, of North Newbald, in the same colours as the Volvo F88, RWD 239R and E-registered Scania 142 of Rob Hatfield of Hull. 3: Another mid-1970s tractor unit, the Billington Atkinson Borderer, GRJ 569N, which had earlier Black Knight eight-wheeler, AVW 797B, on its trailer, in need of more than a little 'TLC'. 4-5: Nearing the end of a lengthy restoration, in the Greenslades' tours livery in which it spent most of its life, ex-demonstrator HHP 755 is an AEC Regal III with Duple coach body, which originally carried a Maudslay badge at the 1948 motor show. 6: A regular attendee at the Newark show is the ex-Westfield Transport 1957 AEC Mandator ballast tractor, YNN 724, which this year was pulling a drag-line excavator on its draw-bar low-loader trailer. It is seen next to the ex-Trent bus company's AEC Militant 6x6, disguised by some ECW bodywork, as fitted to the RE single-deck bus. 7: Barry Fenn also photographed these two ERFs, a six-wheeled B Series tipper, LTA 938W, and a C Series artic tipper, A859 AFT, both in the colours of Jack Poulton & Sons Ltd, aggregate suppliers from Buntingford, Hertfordshire. 8: Pictured by Keith Baldwin as it arrived at the showground is 1972 AEC Marshall platform lorry, RTD 680L, in the livery of C A Weaver of Craven Arms, which we hadn't seen before. 9: Mentioned by Richard Payne in his letter on page 67 is his Leyland Octopus in H E Payne livery, seen here on its arrival at Newark Showground.

Shropshire Trundle

*The Sixth Scammell Register Shropshire Trundle took place on 15th May.
John Fadelle of the Register reports, with his and Malcolm Ranieri's pictures*

The excellent weather was fortunate as organiser Parry Davis had planned an ambitious 130 mile route for the 25 entrants, starting from the Mid-Way

Truckstop. This included the ascent of Wenlock Edge and, for the really brave, the 1 in 7 climb almost to the top of the Titterstone Clee. Appropriately, lunch was taken at the Lazy Trout at Church Stretton – said to be the oldest traditional transport café left in the country – and the run finished at the RAF Museum at Cosford where the Trundlers always receive a warm welcome.

Among the selection of classic lorries taking part Scammell was well represented. It was good to see Simon Priestner's fine 45-ton Pickfords cycle-wing Highwayman Motive Unit, shod with authentic 40x8 tyres, but its top speed of 32 mph demanded patience on the part of its driver and the convoy which accompanied him. Much under-represented in the ranks of preserved Scammells is the S26, and Sue and Alan Edgar's superb ex-RAF 6x4 ballasted tractor certainly made up for this deficiency. Mick



Above: Simon Priestner's ex-Pickfords Highwayman Motive Unit seen before the run.

Price started off in his late-model Handyman 4 tractor but had to retire when a rear cab mount collapsed. As always, Parry drove

his authentic Davis Brothers Highwayman tanker and vigorously exercised its brakes on the descent of the Clee!



Above: Malcolm Ranieri's picture of the Edgars' Scammell S26 ballast tractor on the run at Onibury Crossing, with the old station on background.



Above: A lovely shot of Gardner-powered Foden four-wheeler with S18 cab, KNE 927 (Manchester, 1949) in the livery of Joint Motorways Ltd of Port Talbot, seen approaching Prees from the south.



Above: ERF A Series tractor unit, RAF 203M of 1974, with sleeper cab conversion, in the livery of G Chadwick of Sandbach, with a flat rack on a skeletal trailer, passing through Munslow, near Craven Arms.



Above: Parry Davis' Highwayman tanker gives a good impression of a refueller at Cosford at the end of the run.

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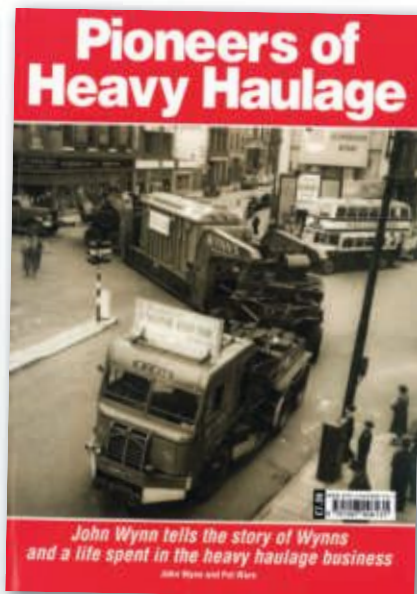
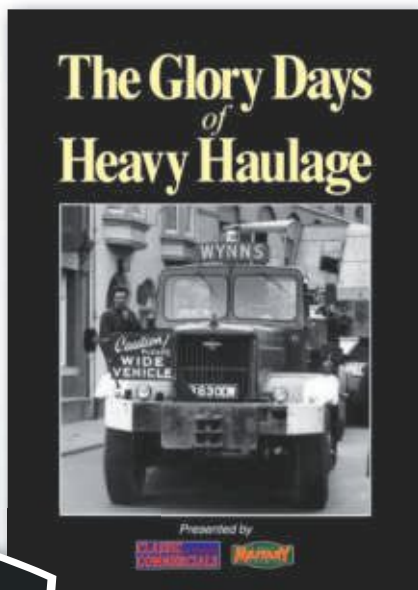
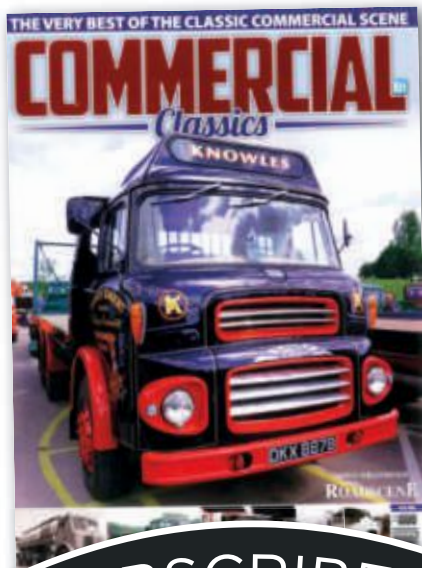
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Rally Diary

Here is a selection of events being held during the coming month which we think will be of interest to Vintage Roadscene readers.

Please check details with organisers before travelling long distances. Vintage Roadscene publishes this listing in good faith and cannot be held responsible for any changes or inaccuracies in the information given.

The rally season is now well under way for 2016, so we continue with our Rally Diary, covering the weekends between the publication dates of this and the next issue.

If you're organising an event which would be of interest to Vintage Roadscene readers, please let us know the details for future diary pages.

Let us hope the weather is kind and everyone enjoys their days out, wherever they go. Please let us know if you particularly enjoyed an event – or if you were disappointed – and don't forget to take your camera and if you see anything interesting, send us a picture for our future Rally Scene pages...

JULY

15-17th July – Weeting Steam Engine Rally & Country Show, Fengate Farm, Weeting, Brandon, Norfolk IP27 0QF, 01842 810317 e-mail: enquiries@weetingrally.co.uk www.weetingrally.co.uk

16-17th July – Fairground Weekend & Organ Gathering, Hollycombe Working Steam Museum, Liphook, Hampshire GU30 7LP, 01428 724900 e-mail: info@hollycombe.co.uk www.hollycombe.co.uk

16-17th July – The Rally in the Valley, Bridgnorth Rugby Club, Bandon Lane, Bridgnorth, Shropshire WV15 5AD, 07929 290465 e-mail: therallyinthevalley@hotmail.com www.therallyinthevalley.co.uk

16-17th July – Ackworth Steam Rally, Ackworth Water Tower, A628 Ackworth Road, Pontefract, Yorkshire WF7 7ET, 01977 617327 e-mail: brickyardorganic@yahoo.co.uk

16-17th July – Kingsley Steam Rally, Sickles Lane, Kingsley, Hampshire GU35 9PD, 01420 474298

16-17th July – Cornwall Truck Show, Stithians Showground, Cornwall TR3 7DP, 07770 778583 e-mail: sallyjackson13@aol.com www.cornwalltruckshow.co.uk

16-17th July – Somerset Steam & Country Show, Netherton Farm, Low Ham, Langport, Somerset TA10 9DR, 01761 470867 e-mail: somersetsteam@live.co.uk www.somersettractionengineclub.com

16-17th July – Truckfest Original, Newark Showground, Lincoln Road, Newark-on-Trent, Nottinghamshire NG24 2NY, 01775 768661 e-mail: info@livepromotions.co.uk www.livepromotions.co.uk

16-17th July – Bassetlaw Steam, Transport & Country Show, Bassetlaw Showground, Blyth Road, Worksop, Nottinghamshire S81 0TL, 07901 984627 e-mail: dave.hoyles@ntlworld.com www.themidlandeventclub.com

16-17th July – Transport & Heritage Show, Pilford Heath Farm, Uddens Drive, Wimborne, Dorset BH21 7BD, 07796 444631 e-mail: bppcltd@btinternet.com www.bppcltd.co.uk

16-17th July – Barton Gate Charity Steam Rally, Needwood Rise Farm, Barton Gate, Barton under Needwood, Staffordshire DE13 8AP, 07815 917421 e-mail: info@bartonsteam.co.uk www.bartonsteam.co.uk

16-17th July – The Best of the Countryside, Hop Farm, Maidstone Road, Paddock Wood, Kent TN12 6PY, 01697 451882 e-mail: info@markwoodwardclassicevents.com www.markwoodwardclassicevents.co.uk

16-17th July – Chiltern Classic Vehicle Show, Chiltern Open Air Museum, Newland Park, Gorelands Lane, Chalfont St Giles, Buckinghamshire HP8 4AB, 01494 871117 e-mail: enquiries@coam.org.uk www.coam.org.uk

16-17th July – Classic & Vintage Commercial Weekend, Great Central Railway, Quorn Station, Leicestershire LE12 8AG, 01509 632323 e-mail: michael.stokes@gcrailway.co.uk www.gcrailway.co.uk

17th July – BRS68, Lincoln Farm Cafe, A452 Kenilworth Road, Solihull B92 0LS e-mail: robinmasters251@gmail.com

17th July – 26th Walsall Classic Car & Transport Show, Walsall Arboretum Extension, Walsall WS1 2QB, 01527 831726 e-mail: info@geminievents.co.uk www.classicmotorshows.co.uk

17th July – Appledore Classic & Vintage Rally, The Recreation Ground, The Street, Appledore, Kent TN26 2AE, 01233 732829 e-mail: nigel_pech@hotmail.com www.appledorekent.co.uk

17th July – Wadebridge Wheels 2016, Royal Cornwall Showground, Wadebridge, Cornwall PL27 7JE, 01208 813784 e-mail: stoneyeep@talk21.com www.wadebridgewheels.co.uk

17th July – Vintage & Classic Wheels at Combe – In Steam, Combe Mill, Blenheim Palace Sawmills, Combe, Long Hanborough, Oxfordshire OX29 8ET, 01993 358694 e-mail: tony@combemill.org www.combemill.org

17th July – Alton Bus Rally & Running Day, Anstey Park, Anstey Lane, Alton, Hampshire GU34 2NB, 07921 368767 e-mail: altonbusrally@hotmail.co.uk www.altonbusrally.org.uk

17th July – Fleetwood Festival of Transport (Tram Sunday), Fleetwood Town Centre, Lancashire FY7 6EB, 07946 537950 e-mail: mike@mikesandersonelectronics.co.uk www.fleetwoodfestivaloftransport.co.uk

19th-23rd July – The War & Peace Revival, Folkestone Racecourse, Hythe, Folkestone, Kent CT21 4HX, 01304 813337 e-mail: georgina@warandpeace.uk.com www.thewarandpeace revival.co.uk

20th July – Big Stuff, Grampian Transport Museum, Alford, Aberdeenshire AB33 8AE, 01975 562292 e-mail: info@gtm.org.uk www.gtm.org.uk

22-24th July – Market Bosworth Rail Ale Festival, Market Bosworth Station, The Battlefield Line, Station Road, Market Bosworth, Leicester CV13 0PF, 01827 880754 e-mail: enquiries@battlefieldline.co.uk www.battlefieldline.co.uk

22-24th July – Netley Marsh Steam & Craft Show, Meadowmead Farm, Netley Marsh, Hampshire SO40 7GY, 07713 834675 e-mail: enquiries@nmssc.org.uk www.nmssc.org.uk

22-24th July – West Oxon Steam & Vintage Show, A415 Ducklington, Witney, Oxfordshire OX29 7YL e-mail: westoxonsteam@yahoo.co.uk www.westoxonsteam.co.uk

23-24th July – Vintage Vehicle & Agricultural Event, The Village, Church Road South, Skegness, Lincolnshire PE25 2HF, 01754 766658 e-mail: info@churchfarmvillage.org.uk www.churchfarmvillage.org.uk

23-24th July – Shugborough Country Show, Shugborough Estate, Milford, Staffordshire ST17 0XB, 01206 263088 e-mail: admin@oakleighfairs.co.uk www.oakleighfairs.co.uk

23-24th July – Much Marcle Steam Rally, Rye Meadows, Much Marcle, Ledbury, Herefordshire HR8 2LX, 07968 385813 www.muchmarclesteamrally.com

23-24th July – Cambridgeshire Steam Rally, Quy Park, Stow Road, Stow-cum-Quy, Cambridgeshire CB25 9AF, 01954 718610 e-mail: vandaparccl@gmail.com www.cambridgeshiresteamrally.org.uk

24th July – Classic Car Summer Show, Amberley Museum & Heritage Centre, Station Road, Amberley, near Arundel, West Sussex BN18 9LT, 01798 831370 e-mail: office@amberleymuseum.co.uk www.amberleymuseum.co.uk

24th July – Classic Van & Pick-up Day, The British Commercial Vehicle Museum, King Street, Leyland, Lancashire PR25 2LE, 01772 451011 e-mail: enquiries@britishcommercialvehiclemuseum.com www.britishcommercialvehiclemuseum.com

24th July – Festival of Black Country Vehicles, The Black Country Living Museum, Tipton Road, Dudley, West Midlands DY1 4SQ, 01922 743023 e-mail: brianjroll.vintage@googlemail.com

24th July – 33rd Ayrshire Vintage Rally, Whitefordhill Agri-Centre (Livestock Auction Market), Ayr, Ayrshire KA6 5JW, 01292 287297 e-mail: margaret.avtmc1@btinternet.com www.avtmc.co.uk

27th July – 33rd Noggin, Nosh & Natter, The George Inn, Longbridge Deverill (A350 near Warminster), Wiltshire BA12 7DG, 01747 823365 e-mail: m.bailey1950@btinternet.com www.thtctp.org.uk

27-31st July – Manx Heritage Transport Festival, Steam and MER, Isle of Man, 01624 662525 www.gov.im/categories/travel-traffic-and-motoring/bus-and-rail/heritage-railways

28-30th July – Beer Festival, The British Commercial Vehicle Museum, King Street, Leyland, Lancashire PR25 2LE, 01772 451011 e-mail: enquiries@britishcommercialvehiclemuseum.com www.britishcommercialvehiclemuseum.com

29-31st July – 52nd Welland Steam & Country Rally, Woodside Farm, Welland, near Upton-upon-Severn, Worcestershire WR13 6NG, 01531 890417 e-mail: info@wellandsteamrally.co.uk www.wellandsteamrally.co.uk

29-31st July – The Boconnoc Steam Fair, Boconnoc Country Estate, Middle Taphouse, Liskeard, Cornwall PL22 0RG, 01566 779366 e-mail: show-secretary@lvsc.org www.lvsc.org

30th July – Lincoln Autojumble, Hanger 1, Hemswell, Lincolnshire DN21 5TJ, 07816 291544 e-mail: lincolnautojumble@hotmail.co.uk www.lincolnautojumble.com

30-31st July – 44th Cumbria Steam Gathering, Cark Airfield, Flookburgh, Grange over Sands, Cumbria LA11 7LS, 07825 369601 e-mail: info@steamgather.org.uk www.steamgathering.org.uk

30-31st July – Dacorum Steam & Country Fayre, Green Croft Farm, Potten End, Hemel Hempstead, Hertfordshire HP1 2SG, 01923 266491 e-mail: dvbunker@aol.com www.dacorummachineryandsteam.co.uk

30-31st July – St Buryan Vintage Rally, Trevorgans Farm, St Buryan, Penzance, Cornwall TR19 6HP, 07967 940182 e-mail: les@leslie.fsbusiness.co.uk www.stburyanrally.co.uk

30-31st July – Truckfest Scotland, Royal Highland Centre, Ingliston, Edinburgh, Midlothian EH28 8NB, 01775 768661 e-mail: info@livepromotions.co.uk www.livepromotions.co.uk

30-31st July – Ringmer Steam & Country Show, Upper Lodge Farm, The Broyle, Ringmer, near Lewes, East Sussex BN8 5AP, 01903 233240 e-mail: ringmershow@yahoo.co.uk www.ringmershow.co.uk

30-31st July – West Bergholt Vehicle Show, Naylnd Road, West Bergholt, Colchester, Essex CO6 3DG, 01206 271253

30-31st July – Rural Weekend & Vintage Rally, Woodfrys Farm, Redman's Lane, Melbury Abbas, Dorset SP7 0DB, 07776 280129 e-mail: moorsalibaba@hotmail.com www.themalpasrally.co.uk

30-31st July – Sandtoft Gathering, The Trolleybus Museum, Belton Road, Sandtoft, near Doncaster, DN8 5SX, 01724 711391 e-mail: trolleybusmuseum@sandtoft.org www.sandtoft.org

31st July – 'The Kettle' Suffolk Autojumble, Church Farm, Kettleborough, near Woodbridge, Suffolk IP13 7LF, 01728 724858

31st July – 20th Beaumanor Hall Classic Car & Transport Show, Beaumanor Hall, near Loughborough, Leicestershire LE12 8TX, 01527 831726 e-mail: info@geminievents.co.uk www.classicmotorshows.co.uk

31st July – 9th Lytham Hall Classic Car & Motorcycle Show, Lytham Hall, Ballam Road, Lytham St Annes, Lancashire FY8 4JX,

31st July-1st August – 52nd National Steam Rally, Stradbally, Co Laois, Ireland, 08638 90184 e-mail: stradballysteam@gmail.com www.irishsteam.ie

AUGUST

4th August – Emergency Vehicles, Grampian Transport Museum, Alford, Aberdeenshire AB33 8AE, 01975 562292 e-mail: info@gtm.org.uk www.gtm.org.uk

5-7th August – 42nd Gloucestershire Vintage & Country Extravaganza, South Cerney Airfield, Cirencester GL7 5QD, 01453 890891 e-mail: enquiries.svtc@hotmail.com www.glosvintageextravaganza.co.uk

5-7th August – 44th Purbeck Rally, Worgret Road, Wareham, Dorset BH20 6AB, 01929 556849 e-mail: purbeckrally@gmail.com www.purbeckrally.co.uk

5-7th August – Pickering Traction Engine Rally, Pickering Yorkshire YO18 8AE, 07583 075016 e-mail: info@theeventsorganiser.co.uk www.pickeringsteam.com

5-7th August – 30th Torbay Steam Fair, Dartmouth Road, Churston Ferrers, Brixham, Devon TQ5 0JT, 07795 383324 e-mail: showmanager@torbaysteamfair.co.uk www.torbatsteamfair.co.uk

6-7th August – Cromford Steam Rally, High Acres Farm, Dewey Lane, Brackenfield, Matlock, Derbyshire DE55 6DB, 01773 749944 e-mail: ken@salswood.co.uk www.cromford-steam.co.uk

6-7th August – Great Bucks Steam & Country Fair, Ickford Road, Shabbington, Aylesbury, Buckinghamshire HP18 9HN, 01944 201127 e-mail: info@greatbucks.org.uk www.greatbucks.org.uk

6-7th August – Sticker Country Fair & Vintage Rally, Sticker AFC Grounds, Burngulow Road, Sticker, Cornwall PL26 7EN, 07970 573501 e-mail: mikejames717@hotmail.co.uk www.stickercountryfair.com

6-7th August – Weald of Kent Steam Rally, Little Engeham Farm, Bethersden Road, Woodchurch, Kent TN26 3QY, 07887 961730 e-mail: info@wealdofkentsteamrally.co.uk www.wealdofkentsteamrally.co.uk

6-7th August – Ramsey Steam & Vintage Show, The Camp, Wood Lane, Ramsey, Cambridgeshire PE26 2XB, 01709 589050 e-mail: directfencingoffice@sky.com www.ramseysteamandvintageshow.com

6-7th August – Military & Flying Machines, Damyns Hall Aerodrome, Avey Road, Upminster, Essex RM14 2TN, 07543 881528 e-mail: fvhh08@aol.com

6-7th August – 7th Whitwell & Reepham Rally, Whitwell & Reepham Station, Reepham, Norfolk NR10 4GA, 01603 861555

e-mail: paul.blanch@sky.com www.whitwellstation.com

6-7th August – Northumberland Steam & Vintage Fair, Druridge Bay Country Park, Red Row, Morpeth, Northumberland NE61 5BX, 01670 825571 e-mail: redrowvintageclub@gmail.com

6-7th August – 20th Transport Gala, East Carlton Countryside Park, Northamptonshire LE16 8YF, 01536 396494 e-mail: keithnpsgala@yahoo.co.uk www.transportgala.com

6-7th August – West Somerset Railway Steam Fayre & Vintage Vehicle Rally, Allerford Lane, Norton Fitzwarren, near Taunton, Somerset TA4 1BH, 01823 433856 e-mail: wsrarally@gmail.com www.steamrally.org.uk

6-7th August – Warfare Through the Ages, The Tank Museum, Bovington, Wareham, Dorset BH20 6JG, 01929 405096 e-mail: info@tankmuseum.org www.tankmuseum.org

7th August – Grade Ruan Vintage Vehicle Rally, Treveddan Farm, Ruan Minor, Helston, Cornwall TR12 7JR, 01326 290764 e-mail: ocklynge1@aol.com

7th August – Mark Moor International Vehicle Festival, Village Hall, Mark, Somerset TA9 4NY, 01278 641509 e-mail: bruce.penrose@googlemail.com www.mmivf.co.uk

7th August – Trimpey Vintage Rally, Bite Farm, Trimpey, Bewdley, Worcestershire DY12 1NU, 07986 170715 e-mail: davidrspruce@gmail.com www.bvmc.co.uk

7th August – Garstang Autojumble, Hamilton House Farm, A586, off A6, Garstang, Lancashire, PR3 0TB, 07836 331324 e-mail: info@garstangautojumbles.co.uk www.garstangautojumbles.co.uk

7th August – Classic Car & Transport Show, Shugborough Hall, Milford, Staffordshire ST17 0XB, 01527 831726 e-mail: info@geminievents.co.uk www.classicmotorshows.co.uk

7th August – Normous Newark Autojumble, Newark Showground, Nottinghamshire NG24 2NY, 01507 529430 e-mail: info@newarkautojumble.co.uk www.newarkautojumble.co.uk

7th August – 48th HCVS Trans-Pennine Run, Birch Services, westbound M62, to The Stray, Harrogate, 0113 257 9770 e-mail: transpenninerun@gmail.com www.hcvs.co.uk/index.htm

7th August – Classic Van & Pick-up Show, British Motor Museum, Banbury Road, Gaydon, Warwickshire CV35 0BJ, 01926 645029 e-mail: events@britishmotormuseum.co.uk www.britishmotormuseum.co.uk

7th, 14th, 21st August – Classic Bus Rides, Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich, Suffolk IP3 9JD, 01473 715666 e-mail: enquiries@ipswichtransportmuseum.co.uk www.ipswichtransportmuseum.co.uk

8-14th August – WW2 Homefront, Crich Tramway Village, Town End, Crich, Matlock, Derbyshire DE4 5DP, 01773 854321 e-mail: enquiry@tramway.co.uk www.tramway.co.uk

12-13th August – Retro Festival, Newbury Showground, Berkshire RG18 9QZ, 07801 108683 e-mail: pauljezard@yahoo.co.uk www.retrofestival.co.uk

13th August – Carnhell Green Charty Vintage Rally, Carnhell Green village, Cornwall TR14 0LZ, 07974 704437 e-mail: trellissickfarm@sky.com

13-14th August – Summer Show, Orchard Cottage, Allison Street, Marsham, Norfolk NR10 5PJ, 07753 182065

13-14th August – 37th Tern Valley Vintage Show, Chetwynd Deer Park, Newport, Shropshire TF10 8EH, 01952 201404

e-mail: frongader@hotmail.co.uk www.ternvalleyvmt.co.uk

13-14th August – Tortworth Vintage Rally, Showground, B4509 (J14, M5), near Bristol, Gloucestershire GL12 8LF, 01527 575003

e-mail: keithshakespeare@aol.com www.shakespearesrally.com

13-14th August – Driffeld Steam & Vintage rally, The Showground, Driffeld, Yorkshire YO25 9DN, 01377 254384 www.driffeldvintagerally.co.uk

13-14th August – Bluebell Vintage Transport Weekend, Bluebell Railway, Horsted Keynes Station, near Haywards Heath, West Sussex RH17 7BB, 01825 720800 e-mail: info@bluebell-railway.co.uk

www.bluebell-railway.co.uk

13-14th August – Rural Pastimes, Sedlescombe, East Sussex TN33 0UF, 07702 849746 e-mail: akehurst904@btinternet.com

13-14th August – Little Ellingham Vintage Working Show, Rocklands Road, Little Ellingham, Attleborough, Norfolk NR17 1JS, 01953 452616 e-mail: wyeld34987@hotmail.com

13-14th August – Bridgwater Classic & Vintage Show, The Morganians Rugby Club, A39 Bath Road, Bridgwater, Somerset TA7 8QW, 07919 351R67 e-mail: bcvc2015@gmail.com

13-14th August – Ashby & Willesley Vintage Festival, Moira Furnace, Furnace Lane, Moira, Leicestershire LE67 2AF, 07885 827849

e-mail: firlevintage@gmail.com www.firleandcountry.co.uk

14th August – 36th Steam & Vintage Rally, Boatside Farm, Hay on Wye, Powys HR3 5RS, 01874 711110 e-mail: info@vintage-society.org www.vintage-society.org

14th August – Orkney Vintage Rally, Auction Mart, Grainshore Road, Hatston, Kirkwall, Orkney KW15 1FL, 01856 811295

e-mail: orkneyvintageclub@yahoo.co.uk www.orkneycommunities.co.uk/orkneyvintageclub

14th August – 23rd Raby Castle Classic Vehicle Show, Staindrop, near Darlington, Co Durham, 01697 451882 e-mail: info@markwoodwardclassicevents.com www.markwoodwardclassicevents.com

14th August – 'It's Show Time' Country Show, Purleigh Halt, Barons Lane, Purleigh, Essex CM9 6PF, 01621 852336 e-mail: tonyturnet16984@aol.com www.itsshowtime.org.uk

14th August – Vintage & Classic Car Show, The British Commercial Vehicle Museum, King Street, Leyland, Lancashire PR25 2LE, 01772 451011 e-mail: enquiries@britishcommercialvehiclemuseum.com www.britishcommercialvehiclemuseum.com

14th August – 5th Hampshire Classic Motor Show, Breamore House, Hampshire, SP6 2DF, 01527 831726 e-mail: info@geminievents.co.uk www.classicmotorshows.co.uk

14th August – The Great Biggar Rally, Showfield, Edinburgh Road, Biggar, Lanarkshire, 01899 205405 e-mail: helen@biggar-albion.org.uk

Gloucestershire Vintage & Country Extravaganza

The Stroud Vintage Transport & Engine Club (SVTEC) will stage the 42nd Annual Gloucestershire Vintage & Country Extravaganza at South Cerney Airfield in Cirencester, Gloucestershire, on Friday 5th to Sunday 7th August 2016 will. The show is considered by many to be one of the biggest and best steam, vintage and countryside events in the UK, attracting thousands of exhibitors and visitors from across the county and raises money for both national and regional charities.

This year, over 100 commercial vehicles, both pre and post-war are expected, plus around 80 buses and coaches, including a special display of Bedford OB and OWB vehicles as well as a huge array of different vintage transport, many classic cars, from veterans to the 1980s, motorcycles, more military vehicles and tractors, with a special Land Rover section and celebration of H M The Queen's Diamond Jubilee this year.

There will be plenty to occupy all visitors, with demonstrations in the arena and other activities



all around the site, the vintage fun fair, children's activities, plus hundreds of stalls and displays of memorabilia, ranging from Victorian times to the 1950s, vintage hair salon, beauty treatments, food and drink, including vintage tea rooms, plus music and entertainment,

Chairman of the SVTEC, Martyn Slater, says: 'Our goal has always been to give the best value for money family day out in Gloucestershire, with something for all of the family to enjoy. The show has evolved all over the past 40 years, but the mission remains the same - to inform, educate, entertain and celebrate our unique transport



WE HAVE FIVE PAIRS OF TICKETS TO WIN

history and the preservation of historical vehicles. We actively encourage interaction between exhibitors and visitors, and have a nifty on-site Wi-Fi to enable visitors to find out more history and information about specific vehicles displayed. The dedicated Wi-Fi code can be obtained from the show program, and available for use on phones, tablets and laptops!

The non-profit making SVTEC organisation raises money for national and local charities and up to 30 will be represented on site raising money and awareness of their respective causes. All profits from the 2016 Gloucestershire Vintage & Country Extravaganza will be donated to the Cobalt Appeal Fund and Diabetes UK. The rally is one of the largest events of its kind run entirely by volunteers. All section leaders strive to bring something different to this year's event.

With so much to see and do, one day might not be long enough. Advance discounted tickets are currently available priced £8, or can be purchased on the gate for £10. Advance junior tickets (aged 5-15 years) are priced £4, or can be purchased on the gate for £5. Children under five years old go free. The show opens daily between 10.00am and 5.00pm. For further information or to purchase advance tickets visit the website: www.glosvintageextravaganza.co.uk

A free vintage bus service will be operating around the perimeter of the show site, and to and from Kemble railway station throughout the show to connect with selected First Great Western Trains.



We have five pairs of tickets for entry to the event for readers to win. Just tell us where this year's show will be held. Send your answer to Gloucestershire Steam & Vintage Extravaganza Competition, Vintage Roadscene, Kelsey Publishing, Cudham Tithe Barn, Berrys Hill, Cudham, Kent TN16 3AG, to reach us by July 29th. If your correct answer is pulled out of the hat, we'll send you the tickets for entry to the show.

Your details:

Name:

Address:

Tel no:

Email:

Answer:

Entries close at midnight on 29/7/2016 and the winners will be drawn 1/8/2016. We reserve the right to cancel the competition, if circumstances change that are beyond our control. By providing personally identifiable information when entering this competition, you are agreeing that we may contact you about products and services that we believe to be of relevance to you. For full details, visit: kelsey.co.uk.

EX-MILITARY BEDFORDS

When I picked up my copy of Vintage Roadscene for June 2016, on the front page was a photograph of the Royal Arsenal Co-operative Society's ex-Military Bedford MW, SMF 211.

I used to drive one exactly the same at the age of 14 (unofficially) on Saturday mornings and school holidays, helping the driver of the Pontypool and Abersychan Co-operative Society's bread round. We delivered to mountain villages and farms. The roads in the villages were not very good and the roads leading to the farms were just dirt tracks. As soon as we left a village, the driver would let me drive to the farms. The Bedford had a crash gearbox. You had to double de-clutch when changing gear. The steering was very heavy because it had wide-run flat-tyres but I could not wait for Saturdays to come so I could drive it.

I left school at 15 years old and started working in a local garage as an apprentice motor mechanic, working on cars, vans and lorries. I completed a five year apprenticeship plus one year improving, because you did not actually get full pay until you were 21 years old.

I was called up to do my national service at 18 years old, but deferred until I finished my apprenticeship, and went into the army at the age of 21.

After completing my basic training, I was posted to the RAOC Driver Training Unit at Blackdown, near Farnborough.

The first vehicle I had to drive was a Bedford MW with a driving instructor. We both walked to the Bedford to start my driving lesson. All the other drivers gathered around to witness my first lesson and hear me grind the gears, as they had done on their first lesson. I started off, changed up through the gears without a sound, and when I returned to the depot, they all looked disappointed that I had not crunched the gears.

I did not tell them I had done my crunching of the gears in a Co-op Bedford MW, when I was just 14 years old.

The Bedford MW was only two wheel drive but was very good off road. We never got stuck in the mud or the snow with it. I think this was because of the large chunky tyres and a powerful six cylinder engine.

Howard Daley, Pontypool

MORE DETAILS

Issue 199 of Vintage Roadscene was excellent, as usual, full of interesting articles. The line-up of 1960s lorries 'For Sale' on page 74 was brilliant. It's not often you get an Austin 5 tonner and an Austin 7 tonner in the same view. The 7 tonners had a chrome ring around the grill. The Thames Trader normal control on the end of the line were originally made in Germany, with two-stroke diesel engines. In 1962, production was moved to England, and they were fitted with 4D and 6D engines. From then on, the cabs were made by the Pressed Steel Company in Oxford. The 1961 East Kent Ford Thames ET6 on page 20 is interesting, 1961 being the last year of production for the ET6. They were replaced by the Thames Trader normal control in 1962. I couldn't help noticing the photo at the bottom of page 14 showing a line-up of RACS Bedfords. LYM 956 on the left is a Bedford OSS artic, not a Bedford OL, as suggested in the caption.

H Daulby, Croydon

Thanks for the extra details and correction – I don't know where 'OL' came from...

ORIGINAL COLOURS

In response to the comments printed in Vintage Roadscene issue 198, regarding my Leyland Octopus, LTN 265. The top picture shows it at Harrogate Stray, on duty with Nicholls, hauling a Waltzer. The second picture shows me with the lorry at Newark showground for the annual AEC Rally.

I participate in several organised road runs and attend many shows throughout the season, some far afield and, as my only source of income at present is my State Pension, this can be a struggle!

Regarding the speculation whether it will ever return to its original Co-op livery, the answer is not while in my ownership. However, if people feel strongly enough to see it back wearing its original clothes and would like to contribute to the cost of transforming it to its former glory, I am open to suggestions. I think £10,000 would cover the cost.

Great magazine, keep up the good work.

Richard Payne (no relation to H E Payne), March, Cambridgeshire

Well, there's a good answer for all of us who tend to go on about restoring vehicles in their original colours – as well as a good idea of how we might get what we want – any offers?

LONDON TO BRIGHTON RUN

I have just reached your article on the London to Brighton Run in the June 2016 Vintage Roadscene. I have lived in Bristol and Wiltshire for a long time and the area is an HGV event hollow! However, I too went to watch the Run this year and last year in the wet. I have watched it before, over many years, and agree with you that it is lacking spectator support and entrants are falling. I have a friend, Rod, in Crawley and have always met up with him to watch the event.

During the last two years, we all searched the internet to find the exact route of the Run, so we could select a good spot but it was impossible – in fact misleading. This year, even on the day before the Run, it said there would be a mid-run stop at the football stadium (Checkertrade Stadium) in Crawley, but there was not.

Rod knows Crawley very well and worked out all vehicles must leave Crawley on the A23 dual carriageway, which they did, so we watched it there – as we did many years ago. Not all vehicles went through the centre of Crawley and those that did so, didn't go through the same way; there are no signs to assist participants. There was a meeting point in the old centre of Crawley, but low branches on trees prevent high vehicles using that. It is complete shambles.

My view is that the organisers need to have

much more detailed information accessible on the internet, in particular the exact route. Route signs 'HGV London to Brighton Run' at major intersections would help participants and advertise the event to locals in each area. An attempt should be made to get a mention of it on local TV and/or radio before the event, often the first I know about something is when it is reported after the event! I still have no idea what route they take to Crawley.

I really like your idea of starting the event at Brooklands, I am sure it would benefit Brooklands hugely, as people would come to see the vehicles off on the Run and a large percentage would stay to take in Brooklands itself, there is such a lot there now. I know it's not in London, but it's inside the M25 and I, and I'm sure very many other people, really do not like going into London now, it is so vehicle unfriendly. Brooklands would be much easier for people from north and west of London to get to.

So, summing up, a more easily accessible start, local radio/TV coverage if possible beforehand, details of the exact route on the internet and direction signs at major junctions for participants and members of the public. Next year, Rod and I plan to go down to Brighton to see them all assemble. As ever, thanks for a wonderful magazine.

Colin Lucas, Malmesbury

AMERICAN CARS

Congratulations on your 200th issue. I enjoyed it very much.

I can expand the captions on two American cars in the magazine. On page 22, the tourer in Napier, New Zealand, is a Dodge, 1925-27. On page 36, in the Brooklands 1940s article, the US Navy sedan is a Chevrolet; it would not have been seen during the war, as its grille shows it to be a 1947 model. However its lines are not dissimilar to a 1942 model.

I would take issue with Malcolm when he says that 'For many Brits the arrival of the Americans...would have been the first time they'd seen an American car.' In remote rural regions, maybe, but whenever I look at a traffic scene in London or any large city, I am struck

by the number of American cars to be seen. From 1932 to 1941, I lived in the Middlesex suburb of West Drayton, where I remember three Americans (there were probably more, but I was only eight when I left.) Two were Chryslers of the late 1920s, which belonged to the local taxi company, while the doctor had a 1935 Ford V8 roadster. Talking of taxis, one of the three station taxis in the Devon resort of Dawlish was a mid-1920s Dodge, with English landaulet body; the other two were Austin Twenty limousines, again mid-1920s.

Buick and Chevrolet were popular as, being made in GM's Canadian plants, they did not incur import duty, or less duty anyway. Other popular makes were Hudson, which had an assembly plant on London's Great West Road, and Chrysler

and Dodge who had a similar facility at Kew. Altogether American cars were a familiar part of the road scene in the 1920s and '30s, being spacious, reliable and very good value.

I am not surprised that Trevor Jones (Ambulance Memories, page 68) never saw a Jaguar-powered Dennis ambulance on the road. Only a few prototypes were ever built. As well as ugly, they were expensive. I expect Ron Henderson could tell us more.

Nick Georgano, via e-mail

Now you come to mention it, I remember a number of 1930s-'40s large American saloons on the taxi rank at Lowestoft railway station when I was (very) young in the 1950s, so yes, American cars were not such a rare sight on Britain's roads.

THEN AND NOW

'A Bit of a Flyer', on page 74 of Vintage Roadscene for July 2016, set me thinking that I had seen the Star Flyer before. Looking back 20 years, I had and enclose two pictures taken two years apart; firstly at Bishops Castle Rally in 1992, still in Jack Mulley's livery, and at Onslow Park Rally in 1994. This may be of help with a bit of history. I believe the vehicle is still in the West Midlands.

I also enclose a picture of VVX 129E as a tipper, at Gaydon in 2009, before it was converted to a skip loader, as seen at the Bidford-on-Avon Rally this year, as reported on page 60 of the July issue.

By the way, I think Vintage Roadscene is about right; it covers 100 years of history. We can look at black and white photos and also see some of them which are preserved now.

Barry Fenn, Telford



RALLY COVERAGE AND LETTERS PAGES

I notice that the person who does not like the rally coverage does not give his full name and address. Since when did we print anonymous letters? (*My fault, no time to find out the details – Ed.*)

Personally, I would like to see all readers' letters abolished. They are the only thing about this magazine which is rubbish. The space could be used to print more readers' pictures. It would not cost anything, because they would have sent them in.

These people should not be allowed to dictate the format. All those old archive

pictures from such as Chris Hodge Trucks cost money. Maybe it grows on trees outside your office, Mr Anon. Who would be the first to start whingeing if you put up the cover price? They make my blood boil.

Someone complained that his pages fell out. So did mine – because I tried reading it on the way back from the newsagents when it was windy. Buy some sticky tape – and grow up!

Incidentally, I have all Vintage Roadscenes from issue 126 onwards and have tried to order further back issues, but have been told they have gone out of print. (*Can anybody help with older back issues they no*

longer need? We'll put you in touch – Ed.)

Give my regards to Alistair Golding. I always thought he was a decent editor. I couldn't understand why they got rid of him – I wonder where he went?

Keep up the good work

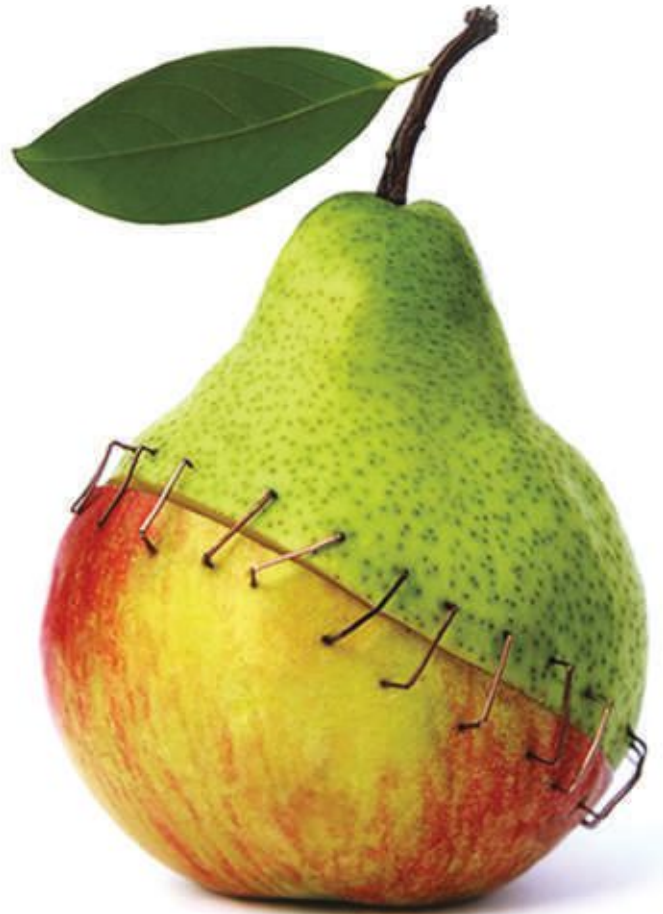
D Metcalfe, VR reader, old school, Hartlepool.

Where do I start? Thank you for your support. The Alistair situation was a long story you don't want me to go into! I have to say I personally enjoy the readers' letters, but especially when they are accompanied by pictures, so I hope we can keep us all happy, but what do other readers think?

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MY LIFE ON THE ROAD – PART FOUR

Here is another episode of 'My life on the Road'. May I first of all say a big 'thank you' to John Wheeler, for his fantastic and very informative article regarding Earle's Cement in Issue 199 for June.

I, too, attended South Hunsley County Secondary School from the opening date in 1957 (I think!) As John rightly said, no wonder our education and in my case memory for all things schooling suffered, probably because of all the distractions on the A63 at the bottom of the playing field, not to mention the horrific accidents while converting the road into a dual carriageway.

My best friend's father, a 'Mr Wright' drove for Blue Circle in the 1960s and '70s. He drove a tanker on the regular Dundee run and lived down Gibson Lane, Melton, being just a stone's throw from the plant and maybe in one of Earle's own rented properties. Back to

you, John.

Now back to my ongoing story. With the well-expected winding up of 'Westdock' in the early 1970s, as mentioned in my previous letter in issue 200 in July, I once again jumped ship and was taken on by Falkingham's Transport and Haulage. Again mainly timber, with sky high loads up to 14ft high. Many drivers would have run a mile, but I loved it. Very little sheeting, if any, very quick forklift drops and as long as one had a good set of chains and stretchers and drove accordingly, the job was fine.

Most of our deliveries were to wood mills and building sites in the Midlands, returning with a load of palletised or loose bricks or tractors from Tilehill, Coventry. Falkingham's also operated a nightly trunk service in conjunction with 'Morton' of Coventry. Morton's lovely green 'Commers', bringing Massey Ferguson tractors into Hull each night and taking back their own pre-loaded trailers of timber, with Falkingham's doing the opposite round trip. Unfortunately,

my time at Falkingham's was short lived, for no other reason than I just didn't get on with the boss at the time, despite being upgraded to a 'Rolls Royce Eagle-engined Seddon'.

Within two days of leaving I was quickly taken on by 'Wakes' (aka Wake Brothers), known by most drivers around the country, as 'Wakeys'. Not to mention several 'quickie' in between jobs to pay the rent and feed the wife and kids. I had a lot of jobs in my first fifteen years, 1960-75, but this was neither shocking, nor surprising, as in that era jobs were ten a penny. The Hull Daily Mail advertised at least five driving jobs every night, but most of mine came from a quick phone call to a company I fancied at the time.

There was very little in the way of formal interviews. No CVs, no HGV test and the main question asked of you was: "When can you start, lad?" Hauliers tended at the time to have a loaded motor standing in the yard, keys in, where the previous driver had walked out.

DAKINS REMOVALS

Every issue of your fine magazine evokes nostalgia and I especially enjoyed your recent feature on Luton vans and pantechnicons. The latter word also means a large storeroom and I'm sure that I once delivered to a Harrods building (in the Richmond area?) called 'The Pantechnicon'. My life on the road began in the late 1950s, when I exchanged coal-mining for a more open air life with Dakins Removals of Nottingham which, despite the title, also undertook general and contract haulage.

The company's fleet consisted of eleven pantechnicons, two flatbeds, a canvas tilt, made up of no less than seven – eight if you count the Morris-Commercial 10 cwt runabout – different makes; five Seddons, three Leyland Comets, two Thornycrofts,

two Jensens, and one each of Ford Thames, Dennis and Foden – so not all pantechnicons were based on lightweight chassis. As the firm expanded, more Seddons arrived, although Gordon Dakin couldn't resist buying another Comet, a hugely-extended chassis, a Bedford and a most unreliable Albion Claymore.

Compared with my previous job, I found the freedom of the road, plus working in daylight and fresh air, most enjoyable. True, the work was hard, the hours often illegally long and the pay poor (very poor compared with mining) as the owners' organisation, NAFWR (National Association of Furniture Warehousement & Removers) claimed that we made our wages up with tips... well, maybe. But, on the other hand, every day was different, whether it be local or long-

distance removals – Dakins really did live up to its 'Cover the Country' logo – or Boots shop deliveries to either East Anglia or the South Coast, while at least one van per day went down to London.

However, I did eventually leave for a better-paid C-Licence job – we even got dinner money, to compensate for being unable to use the subsidised works canteen! Soon after I left, the Dakins furniture repository burnt to the ground and GD, elderly and in poor health, sold the business. I think that Marshalls of Nottingham took the haulage side and Wm H Short of Newthorpe, near Eastwood, bought the removals side – I would welcome confirmation on this point – a sad end for a long-established company.

Possibly Foden UTO 445 and definitely bonneted Seddon SAU 940 enjoyed a second life on the fairground circuit – the latter being the last Dakins vehicle that I ever saw, parked in winter quarters at Bobbers Mill, Nottingham, in the early 1970s.

Intriguingly, this might be the vehicle of which the front end can just be seen in one of the smaller pictures on page 24 in your April fairground feature, behind a Leyland Comet and a Tilling Stevens – perhaps the picture could be enhanced or maybe you have a better one? Bonneted Seddons were rare in the UK, though I believe they sold well overseas, and the only two I ever saw were both pantechnicons, ours and one operated by Metal Box at nearly Sutton-in-Ashfield.

I have enclosed some photos that you may wish to use. Four were taken in front of



Your instructions would be: "Give us a ring when tipped!" Of course, we all presumed the grass to be greener on the other side, but it never was, and it was no surprise to see a driver back in his/her old job a few months later.

Two years later, I found myself once again ringing round for a job. This time reluctantly and against my wishes, thanks to the winding up of 'Wakes'. I remember walking into the traffic office one Friday afternoon to receive my instructions for the following Monday, only to walk out with my cards, along with 20 other drivers. In fact, as it turned out, half the fleet. The remaining long-termers would follow a few weeks later.

The 1970s seemed to be a particular decade for transport companies to close down for whatever reason, but I suspect many just couldn't keep the pace of ongoing legislation around that time.

Before the weekend was over, a close friend suggested I join him on 'Caravan Transport'.

Now that would be something for a future article. I don't know if any magazine has ever done an article on caravan transport and what that involves? Please forgive my error if Vintage Roadscene has done this in the past. (I don't think so, we'd be glad to have something from you – Ed) Going back to the offer from my friend, it turned out that he was moving onto a new truck (caravan transporter) with his company and the advert for a new driver vacancy had missed the weekend press.

Always being one for a new challenge, I accepted and, by midday on the following Monday, I was loading two static caravans onto my trailer bound for Southampton docks. Back then, a drivers mate was not required as the 'vans' were only ten feet wide and, over the next two years, the job took me far and wide, experiencing a few scary moments along the way. I will save those details for a future time, if I should ever be prompted to elaborate on them.

Moving on, my next two positions would

turn out to be the longest serving driving jobs of my career, with 10 years spent at 'E Brown and Sons' of Beverley and 23 years at 'Russell Davies' (aka Securicor/DHL). For my next instalment, I will concentrate on those two companies, which took me through to my retirement.

Incidentally, I have just bought a copy of 'Keep on Trucking' by Mick Rennison, which I managed to acquire from Waterstones. I can't wait to get stuck in, although I predict it will be a bitter-sweet experience, being very jealous and annoyed with myself for not doing the same earlier in my life, especially after being approached several years ago to do so.

I wish Mick Rennison the best of luck with his publication and sales and, who knows, with 88 years on the road between us, we may meet up one day.

Brian Featherstone, Hull



the War Memorial, Victoria Embankment, in the early 1960s, show, left to right, edge of the Ford box van, Seddon tilt, two Leyland Comets, Foden, bonneted Seddon, R6-engined Seddon, Leyland-engined Seddon, Seddon Mk 6 coach chassis, two Jensens, extended-chassis Trader, R6-engined Seddon, bonneted Leyland Comet (blast that car!)

another Leyland Comet, Seddon Mk 15, Seddon Mk 7, Dennis Pax, Thornycroft Nippy Star, plus two views of Seddon Mk 15 on the Basingstoke-Alton road in 1959 and Jensen TAU 309 outside the depot in the 1960s.

If the editor approves, could write some more about this long-gone and almost forgotten company. Again, my

congratulations upon producing such an interesting magazine.

David Watts, Nottingham.

Would we like to read more about Dakins Removals and your time with the company? Of course we would. Meanwhile, we can enjoy your pictures...

ANOTHER RALLY DOWN-UNDER

For as long as I can remember (and that's a long time), I have always been fascinated by antique and historic vehicles. Being in the Antipodes (that's Australia for the uninitiated) my true love is for vintage buses. Rural rallies are popular, although not as common as in England, but they still draw together a large contingent of mixed vehicles.

Here is a selection of vehicles, including trucks, tractors and even motor-cycles, seen at the Heyfield Vintage Steam Rally, in Heyfield, Victoria, over the weekend of May 14-15th, 2016.

**Greg Hargraves,
Heyfield, Victoria, Australia**

Thanks Greg, it's good to see what's going on so far away.



Above: A 1964 Series 4(474) Dodge tabletop truck, complete with heritage number plates 13323.H



1: Another Dodge, this time a model from around 1960, which preceded the 4 Series. This is a Dodge 771 series, resplendent in the livery of A & E Aitken of Drouin in Gippsland west, registered as 04489.H

2: Joe Beaumont of Morwell arrived with this beautifully turned-out 1942 Ford Freighter, complete with current Victoria 'rego' TJD 012, making this truck a working example (sometimes). The truck was fully restored, with bits and pieces sourced from Geelong, locally and even in New South Wales.

3: The true steam age is represented here by a pair of 1925 Sentinels. The one in the fetching brown livery shows off advertising for Langs Signwriting.

4: The second Sentinel, 49412.H, is in dark blue. Both the 'waggon's' have original solid tyres of the day.

5: Motorbikes were well-represented and here is an Ariel, built in 1950, and part of the local Maffra-Sale vintage motorcycle club.

6: As mentioned, there were quite an array of tractors, with many marques from yesteryear. From right to left, we see an oTa, next in line is a President, then a Newman diesel, followed by a McCormick Farmall.

7: Back to the trucks, and here is another 1963/4 example of a very straight Dodge 353 (3 Series) 11895.H.

8: Even the Military got into the act, with this 1940s Chevrolet Blitz (built in Canada) 33342.H

NEXT MONTH...

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More Care Needed?

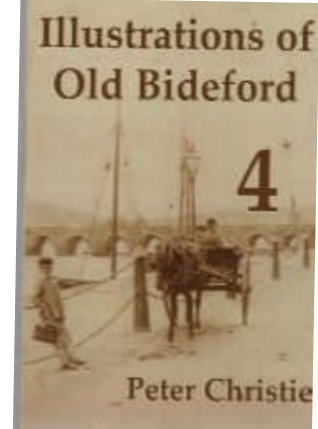


Allan Bedford writes that he greatly enjoyed the selection of period pictures of vehicles in the fleet of Bayly and Bartlett of Bideford, North Devon, in last month's 'Scenes Past'. This reminded him that, on a visit to the town last year, he found a number of books in the series 'Illustrations of Old Bideford', put together by a local Torridge councillor, Peter Christie. Some contain a few good commercial vehicle photos, which are all fairly typical, until he found this one.

What made it so special was the fact it was a Crossley-built 'Manchester', registered DV 8743, which a good friend advises Allan

was new to a Mr Heard, just over the Cornish border in the village of Morwenstow on 9th April 1931. It was a two tonner and, checking the Crossley book, that makes it a model 'BX', current 1929-32 with a 10 ft 6 ins wheelbase, a Lycoming six cylinder 3,616 cc, 22.5 hp engine which, with falling sales, had been reduced to £285 for the 1931 season.

Allan thinks this amazing picture of it resting on a trading vessel, with all those blokes' boots seen above deserves a wider audience. The big question has to be how it got onto the deck of the boat – not to mention how they intended to get it back onto the quayside, which they obviously did.



The Heard name is extremely common in those parts – possibly because of its remoteness in days gone by... The vehicle was later recorded with Torridge Vale Dairies. It seems that F Heard was agricultural merchant, which moved from Hartland to Morwenstow in 1916, and was still trading in 1986, run by the founder's son, when the BBC 'Domesday Survey' was carried out.

Until a couple of years ago, there was also a long-established coach company in Hartland, W L Heard. The picture shows some more recent vehicles in the ancient

garage. Allan also found a 1920s Bideford postcard, showing yet another Heard running a garage, while the little Guy 20-seater 'Brake' passing was registered T 9424 in 1920 and was new to Dymond of Bideford.

Readers interested in Peter Christie's series of books, all of which contain a section on transport, can obtain them from the author. 'Illustrations of Old Bideford', Volumes 1-8 (number 9 published later this year). They are available post free at £10 each from Peter Christie, 9 Kenwith Road, Bideford EX39 3NW.



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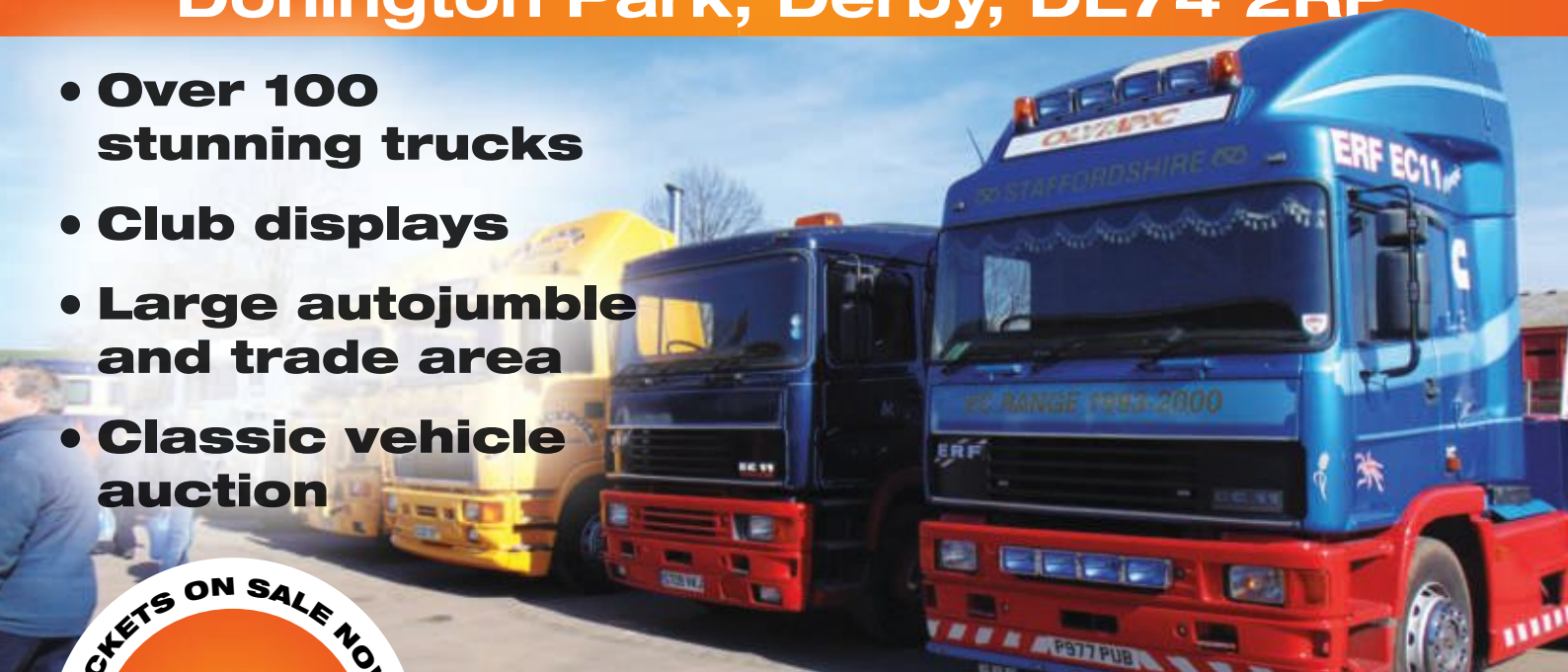
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THIS MONTH'S NEW RELEASES

1:76 Scale '00' gauge precision diecast models



Details May Be Subject to Change



24906 Reeve Burgess Minibus **FIRST CAPITAL CITYBUS**
This ex Eastern National Reeve Burgess Minibus is seen in First Capital Citybus red and yellow livery. Registered F257 RHK, fleet number 567 works the popular route 212 to Walthamstow.

JULY RELEASE



31911 RML Routemaster **LONDON COUNTRY N.B.C.**
Working out of Windsor Garage RML 2411 works route 407 to The Harrow Pub in Langley Village. Registered JJD 411D this N.B.C. London Country Routemaster is sure to please many collectors.

JULY RELEASE



26330 Guy Arab II Utility **PLYMOUTH CITY**
Plymouth was one of the most heavily bombed U.K. City's of World War two, with so much destruction there were few landmarks left for the buses to head for. This Guy Arab Utility, registered CDR 679, fleet number 249 works route 22 to Theatre, one of the few recognisable buildings left.

JUNE RELEASE



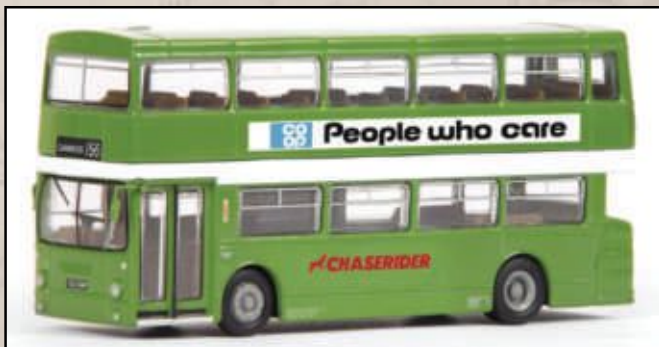
20652 Plaxton Pointer Dart **ORPINGTON BUSES**
The first in a new fleet on our models sees this Plaxton Pointer Dart in Orpington Buses livery. Registered P411 MLA this early two step entranced Dart works route R9 to Orpington Station via The Walnuts Shopping Centre.

JUNE RELEASE



12124 Harrington Cavalier **GREENSLADES TOURS**
Exeter based Greenslades Tours operated this Harrington Cavalier from new, before their eventual merger. Decorated as new registration number 540 CFJ is operating a tour to Wales.

JUNE RELEASE



28013 Daimler DMS 1 Door **CHASERIDER / MIDLAND RED NORTH**
This DMS retained its N.B.C. green colours as it entered the Midland Red fleet in Chaserider livery. Registered TGX 831M it is working route 156 to Cannock. This model adds to the growing number of liveries on these ex London buses.

JULY RELEASE



27319 Leyland TD1 **SCOUT MOTOR SERVICES**
Scout Motor Services Leyland TD1 fleet number 24, registered CK 4569. Seen operating on route to Blackpool from Preston, a route that was shared with Ribble under an agreement between the two company's.

JULY RELEASE



16016 Leyland PD2 Lowbridge **TODMORDEN / BRITISH RAIL**
This Lowbridge Leyland PD2 would have taken in some beautiful scenery whilst on route to Keighley. Jointly owned by Todmorden and British Railways fleet number 3 registered GWW 39 carries a period advert for Webster's Brewery of Halifax.

JULY RELEASE

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